CYCLE NEWS

WEST

Volume XI : Number 35 : September 10, 1974 50¢

Talladega RR

Nat'l. MX

1974-1/2 Bultaco 250 Pursang

'75 Puch

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

HOT RUMORS: Will 1975 see Jim Pomeroy off Bultaco? Ken Roberts racing only in Europe within 24 months? Pierre Karsmakers away from Yamaha if his salary is cut, and instead working big deals with Revell Models? How about a big bucks road race circuit starting in October 1975? Would you believe MV Agusta has offered Gary Scott big money to defect? How about something called an "Indian" contesting the National circuit in 1976?

Measures initiated late in 1973 have produced a favorable turn-around in the AMA's economic picture. Last year's $350,000 debt has been erased and replaced with a satisfactory working balance and cash reserve after the first six months of 1974.

Larry Schaidt of Grand Rapids, Mich., an AMA Professional racer, has been awarded a $500 scholarship from the Rusty Bradley Memorial Trust. Schaidt, 25, is a Chemistry major at Hope College, is married and finished seventh in Central Region AMA Novice points.

The National Mile at Albany, Calif. Sept. 29 will be a test to prove the soundness of AMA's 92 decibel noise limit. Says AMA Competition Chief Bill Boyce, "unpleasant noise sometimes associated with motor sports can be removed to the satisfaction of nearby residents without eliminating the thrill of racing or engine performance."

Ken Roberts has the $5,000 first place money in the $15,000 Camel Pro Series in his pocket, but the next four in the standings, Yvon DuHamel, Mike Gerald, Gary Scott and Gene Romero, are under the proverbial blanket.

Super Hunky (Rick Seiman) reports that the reason he left Dirt Bike was a "clash in editorial policy." His new home, Modern Cycle, is undergoing a transformation into a totally racing magazine with all the action berm-busting pics and editorial freedom to tell it the way it is that Rick has always insisted upon.

We can't say anything yet about Suzuki's new bombshell, but the way U.S. Suzuki introduced it to the press was -uh- pretty spacey.

Los Angeles County Parks and Recreation Department is actively researching potential demand for motorcycle off-road recreation land. They're looking for facts and figures on numbers of dirt bikes in the County (not easily available because not everybody is buying Green Stickies). Should we tell them?

"Life is a matter of challenge and I see no reason why I should stop now." So 73-year-old Sydney Hart told the British press as he and Elinor Longfield (also 70-plus) left on the first leg of an England-to-Istanbul trek — on Puch Maxi mopeds!

The Southern California edition of the Moto-AMA sidecar motocross series will use Valley Cycle Park's entire motocross circuit, downhill included. To convince the skeptics, the local Sidehack Association ran an exhibition race at the Jaycee event August 25. Though visibly cautious of Valley's big dropaway at first, by day's end the hackers had it dialed in, WFO all the way down. When the likes of F.I.M. champions Robert Grogg and Lorenz Haller (Norton/Wasp and Honda/Wasp, respectively) hit that section together, Katie bar the door!

With $120,200 in manufacturer contingency awards heaped upon the $50,000 guaranteed purse, the S.C.O.R.E./AC-Delco off-roader at Riverside September 27-29 tops out at $170,200 in posted awards. Man, that's a lot of pizza and beer.

Rain date for the Camel Pro Series finale half-mile National at Terre Haute, Indiana is September 22.

PHOTO BY MARTIN CHRISTIE

World Championship motocross features "natural" terrain. That means the track is routed through, into, up, down, or over whatever happens to be around. Sometimes it's flat, sometimes it's vertical; sometimes there's traction, sometimes there isn't. Here Finn Pauli Pippola practices at Ettelbruck, Luxembourg.

The BLM's latest interim Critical Management Program map and overall plan for the California Desert is now in print, and the Bureau is asking for public comments by October 1, 1974. Copies of the plan can be requested from: California Desert Plan Program, P.O. Box 723, Riverside, California 92502.

District 36 Sports Committee will hear more arguments September 9 at Fairfield Holiday Inn on proposed 1975 rule changes. Among the proposals, minis to be allowed to use specialty frames, and all events and members to be totally AMA.

Oakland MC's Jackhammer Enduro the end of October is to have District 36 championship status. Hayward's Cow Bell and Richmond Ramblers' Georgetown enduros have swapped dates.

The Department of the Interior plans to reclassify 22,700 acres of federal land to recreational use and add the land to Anza-Borrego Desert Park. Comments are due from the public September 23, Secretary of the Interior, LLM 320, Washington, D.C. 20204.

Ulf Carlsson (Mon) won the Finnish trials round August 18. This should put him a solid third in the "world" F.I.M. standings.

You don't have to have a green stickie (ORV registration) if your bike is used only in sanctioned races. But California police are demanding proof of some sort. Current AMA, CMC, etc. card plus a numberplate on the bike seems proof enough for most cops. Or carry a recent receipt from Saddleback, Indian Dunes, etc. as insurance against harassment.

A dozen or more donors have been lined up for contingencies at the High School Motocross Finals coming up September 5 at Saddleback's Raceway, OCIR. Boots, helmets, plugs, oil, plastic tanks, headers, all that good stuff, plus something called "High School Dirt Action Magazine." Is this getting out of hand, or what?

SACRAMENTO DRAMA: The California legislature decided they wanted motorcycles to be more quiet in the future. The result was a law lowering the noise standard for new manufactured bikes sold in the state from 86 dbA to 80 dbA, effective January 1, 1975. Trouble was, some manufacturers couldn't make machines that quiet. Thanks to extensive lobbying by M.O.R.E., the standard was changed to 83 dbA. On the logarithmic decibel scale, that's still a 50% reduction. New bikes must be half as loud as current ones to pass!

Roger DeCoster has pointed up in the British press that the Continental practice of awarding purse money (as well as world points) for individual moto finishes completely overlooks the basic motocross concept of declaring overall winners based on their aggregate points.

Kawasaki's plans are still up in the air on a reported bid to send Yvon DuHamel to the 24 hour Bol d'Or at Le Mans, France.

Entry blanks for the Copetown Trans-AMA (Canada) were lost in transit, so any rider wishing to enter should write immediately: CMA, 20 Jarvis Street, Hamilton, Ontario, Canada 18R 1M2.

Due to a misplaced results sheet provided by the promoter, the results of the Escape Country $1000 MX report were in error. Correct Expert results are as follows: 125, Tim Lunde, Mark Tyer, Dave Williams and Bruce McDougal; 250, Morris Malone, Jon Derhammer, John DeSoto and Jeff Jennings; Open, Pete Maly, Steve Carrisosa, Bruce McDougal and Bill Rubly. Our reporter promises to duct tape all such documents to his bod in the future.

Walter C. Davidson, 61, retired Vice President of Harley-Davidson Motor Company, Inc., and son of company founder Walter Davidson, died August 3, 1974 following an illness. He had been with the company 34 years before retiring in 1969. He also served as Director, Committee Chairman, and officer in both the AMA and MIC.

K & K Insurance, carriers of rider medical coverage for many AMA anateur events, has virtually doubled its rates in the last two weeks, as a result of what the parent company calls "an unacceptable loss ratio." The new rates for 60% medical coverage to $10,000, $100 deductible will be: Motocross (up to 500 riders) $404, Short Track $258, Road Race & Cross Country $346. So far, K & K appears to be the only carrier upping its rates.

Cantilever monoshock rear suspension has now shown up on the latest works John Player Norton in a test outing at Silverstone, England. If the concept proves out, it will be used on the Cosworth Norton being readied for next season.

Barry Sheene gave the Suzuki's 500 Four its first GP win at the British Grand Prix, Silverstone over the weekend of August 10-11. It was Suzuki's meeting, as Sheene won the 750 GP on a triple and Paul Smart on another triple won the Formula 750 event.

If you do your riding on private property or in a private motorcycle park, you don't need a California Off Highway Vehicle registration (green stickie).

Individual California DMV and CHP outposts still must have their wires crossed, even after Governor Reagan signed the Green Stickie exceptions into law, since we're still getting feedback on tickets written. If you got a citation for transporting your race bike, send citation number, date, location, and details to M.O.R.E., 1129 N. 11th St. Sacramento, CA 95826. If it can be proven that the citation was issued in error, you'll get your money back.

"Teach-a-rider" is the game and Motorcycle Safety Foundation is the name. Last week MSF trained its first class of motorcycle driver education teachers, who will conduct courses this term in five California high school districts.

And the British press reports that MV Agusta tried to buy Kenny Roberts away from Yamaha while Kenny was at the Dutch TT.

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Amateurs and Professionals

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ON THE COVER: Lisa Wright models the 1975 Puch 125 MX. Ah, to be 16 again. Details on page 21. Dick Wright photo.

CYCLE NEWS®

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P.O. Box 805, Tucker, GA 30084 (404) 934-7850.

Central
P.O. Box 13245, Austin, TX 78711. (512) 444-7548.

Subscription
One year, second class mail $12.50; 2 years, second class mail, $22.50; 3 years, second class mail, $30.00; Single copy price, 50 cents.

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VOICES OF THE WEST

Let me explain

Hastily written letters sometimes have bad results. I now am afraid to leave my shop after dark for fear some muscle bound enduro rider is waiting behind a bush to beat me up. Please let me explain.

I like enduros. They're fun. It takes special people and special equipment to be competitive in these events. I, however, do not find it exciting to watch or ride through a horrendous pile of rocks at five-10 MPH especially if I or someone else falls in this pile and at least 10 rocks puncture the riding apparel and miscellaneous other items. Nor do I find it exciting to ride with a prickly pear cactus attached to my glove and hand. I do (or did) find enduros to be a lot of fun when none of these type events happened. However, as my brother (who by the way could get excited pushing a shopping cart in a supermarket) stated, I have never finished one. I did not get excited with my normal five-15 mile walks in my leathers, helmet, and boots in 90-100 degree weather either. I personally find it exciting to watch or ride in a full lock slide at 50-60 MPH in the middle of eight or 10 other wild eyed riders.

To the guy who suggested I try riding enduros, I might, if he will pay for the one or two weeks I'll need in the intensive care unit of General Hospital to recuperate from complete physical exhaustion.

DAVE HAM
Corona, Calif.

Dear good ole' Ron

Ah yes, my old pal and buddy Ron Schneiders, always joking (The contract *was* a joke, right?). I mean what's an ugly rumor among friends? Why only yesterday I was saying to myself I ought to junk my Yammer and get one of those great Matadors. And I should give my Mom her typewriter back and get one of my own. After all, third place in the Political Enduro should justify a typrewriter of my own. And also the blade on my buzz saw broke and I think a motorcycle sprocket would work just fine.

Actually I had no knowledge of the rumor until my "plumber" Ron Alves informed me of it.

(We shall pause here for an 18 minute gap.)

I deny any wrong doing and will not resign as the Eyes and Ears of Burbank (and the Checkpoint MC).

Surrealistically, I really enjoyed that article ('bout fell off the couch laughing).

Keep those good enduro articles coming. Might see you at the Checkpoint's Jubilee Enduro. Ya'll ride well.

TIM ELLIOTT
Burbank, Calif.

Mike Gerald

By chance was glancing over your August 20 issue and was nearly knocked down by the story and photo on the Santa Fe Short Track National featuring my namesake, Mike Gerald. I was just beginning to feel rather unique since never encountering another one in my 30 years on Mother Earth. The surname leaves us few and far between, (check any New York or Los Angeles phone book).

I have followed motorcycling at least distantly for 20 years but retired from dirt riding and am presently restoring a 1949 Velocette L.E. water-cooled twin. I mention this only because it has resulted in my losing contact with current top flat-track riders.

At any rate, I am curious about Gerald's career history and his hometown. (Possibly a Louisiana lad?)

MIKE GERALD
Minden, Nevada

Your namesake is a Louisiana native, all right . . . Ed.

Television

In response to a recent article in Cycle News about coverage of motorcycling in the media (TV, radio, newspapers, etc.) I wrote to the head honchos at NBC, CBS, and ABC television networks.

I received this letter from NBC in reply:

Dear Mr. Destler:

Thank you for your letter.

While we can understand your enthusiasm for motorcycling, this same enthusiasm for the sport is not shared by enough people across the country to warrant special programming on the NBC Television Network. We nevertheless appreciate your suggestion and the trouble you took to write.

With all good wishes.

Sincerely yours,
Sally McGraw, Mgr. Audience Svcs.
NBC, Inc.
30 Rockefeller Plaza
New York, New York 10020

I hope this makes all of you apathetic bikers out there make yourselves heard for once, to show how much interest in motorcycling there is in this country.

DAVE DESTLER
Canoga Park, Calif.

Moto polo

I am writing in regard to fabricating motorcycle polo teams. I've seen this game played in Denver, Colorado in the early thirties.

This game necessitates qualified riders plus guts. Five men per team, it is played along the lines of regular horse polo.

The Super X motorcycle was the best motor in those days for this game and hillclimbing, in that area.

The game is played with a tough hide soccer ball, goal posts on each end of the field, and players hitting the ball with feet, hands, elbows, head, or knees.

I fully realize that the necessary stand-by equipment would be fire trucks, referee, ambulance, doctor and insurance as to the public in general. I also called the Athletic Commission, and they informed me they had nothing on it.

Actually, a sunken field with viewers above would be the best asset.

A game between the Hell's Angels and Satan's Devils would be a hell of a drawing card, with police present of course.

C.R. SHUMWAY
N. Hollywood, Calif.

BLM bungle

I was stunned by Burton Stanley's comments on my recent article regarding the suspense account into which SoCal MC placed their Special Land Use Permit fees earlier this year.

Mr. Stanley states he is not authorized to accept fees paid into a suspense fund, and will return all such checks sent to him. This is in complete opposition to two letters bearing his signature – the first asking Mr. Hooper to place the money in a suspense account, the second accepting SoCal's check in accordance with the terms of Mr. Hooper's letter.

When I called Mr. Stanley's office in Sacramento for comment on this apparent contradiction, I was informed he had taken a one-week leave, coincidentally beginning the day his letter appeared in *Cycle News*.

On his return I will again try to contact him, and hopefully obtain an explanation for your readers.

LESLIE RICHARDS
San Fernando, Calif.

Photocopies of the two letters signed by Mr. Stanley are on file at Cycle News, and tend to support Ms. Richards' view . . . Ed.

Covering girls

Right on for printing a good story about a girl racer! Mostly, for giving girls some coverage.

Nancy, keep up the good work.

JANICE McCALL

Road racing dirt bikes

In reply to the disdain expressed by CMC number 40 Dave Boido about John Ulrich's and Larry Lim's superfast "road racing dirt bikes" I'd like to add that many purist road race freaks in my neck of the mountains (Colorado) voiced similar complaints about most anything that didn't have clip ons and blew their doors away. Many felt that the local hotshoes had an unfair advantage with their wide handlebars at Aspen's twisty short 1.1 mile course. So our Mountain Roadracing Association did something about it. We've got a dirt bike division with two classes, 0-200, 201-Open for anybody riding a dirt bike. So now the dirt bike riders could "race what they brung" and they do. The MX, TT, flat track and enduro riders are out there on anything from knobbies to KR87s having fun.

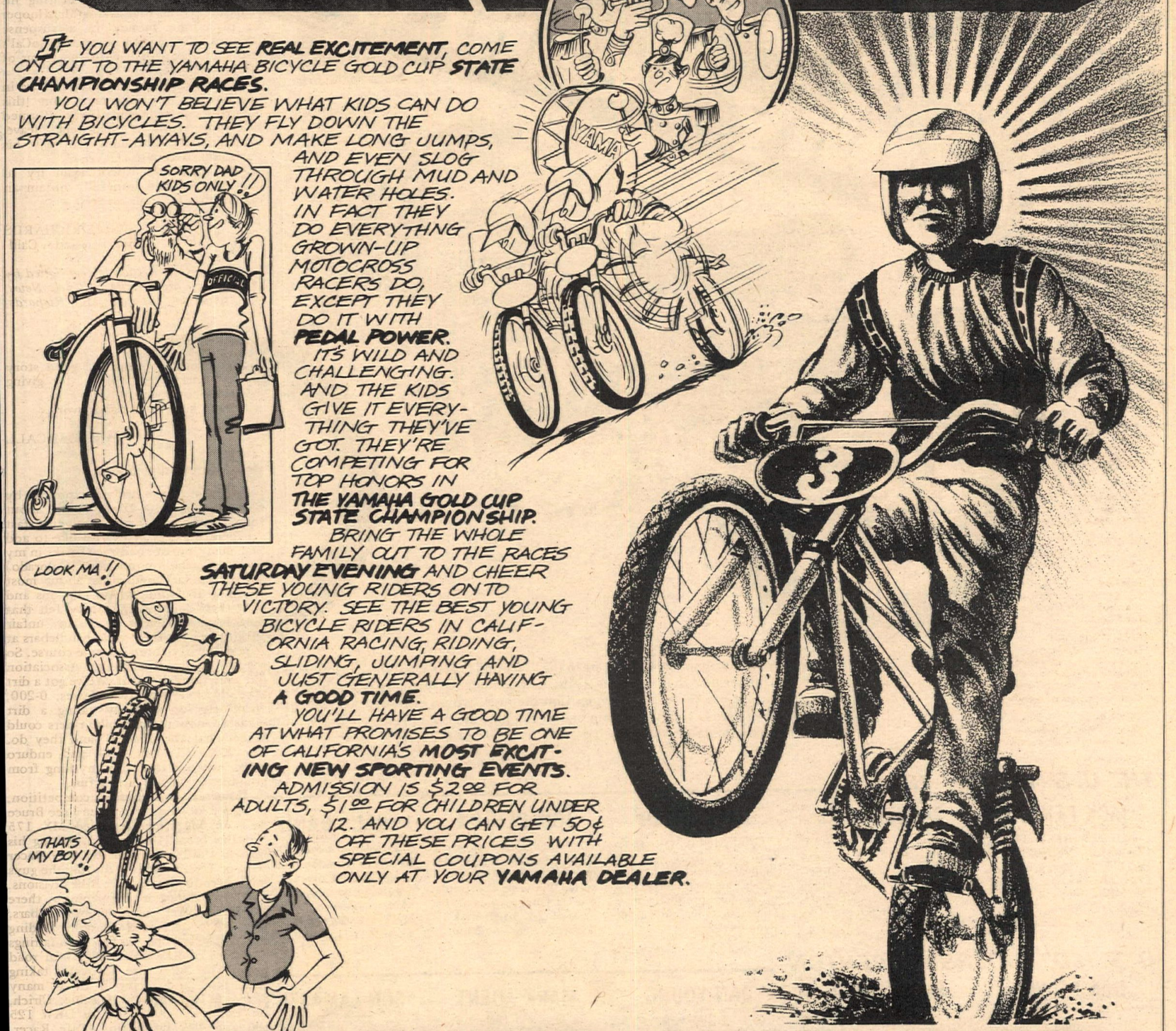
However, I encourage competition, so I get a kick out of it when I see Bruce Sass on his street legalized MX 175 Yamaha broad sliding and drifting his way to third overall in the Cafe Racer class or Ulrich and him dusting the guys in the Production or Dirt Bike divisions.

Funny things are happening – there are dirt bikes with clubman bars, ventilated over-sized double leading shoe brake set ups – a few with fairings – shades of Kawasaki's Big Horn road racer. The MRA also advocates taking your bike and racing it in as many different categories as feasible. Ulrich, for example, could take his DKW 125 and run 125 Production, Cafe Racer, GP, and Dirt Bike and be super competitive in each. (He did, by the way, at our July race in Aspen.)

Competition is where it's at and if I could get a TZ 350 engine I'd surely like to give the dirt tracks a try. Those 40,000 RPM twins are eating the TT and half mile events for breakfast, lunch, and dinner. There's nothing quite like having the horsepower, the handling, and the catalyst riding the hell out of it in the dirt or on the pavement. See you in Colorado.

T. G. "WOODY" WITTE
MRA No. 111
Denver, CO

THE YAMAHA BICYCLE GOLD CUP RACES



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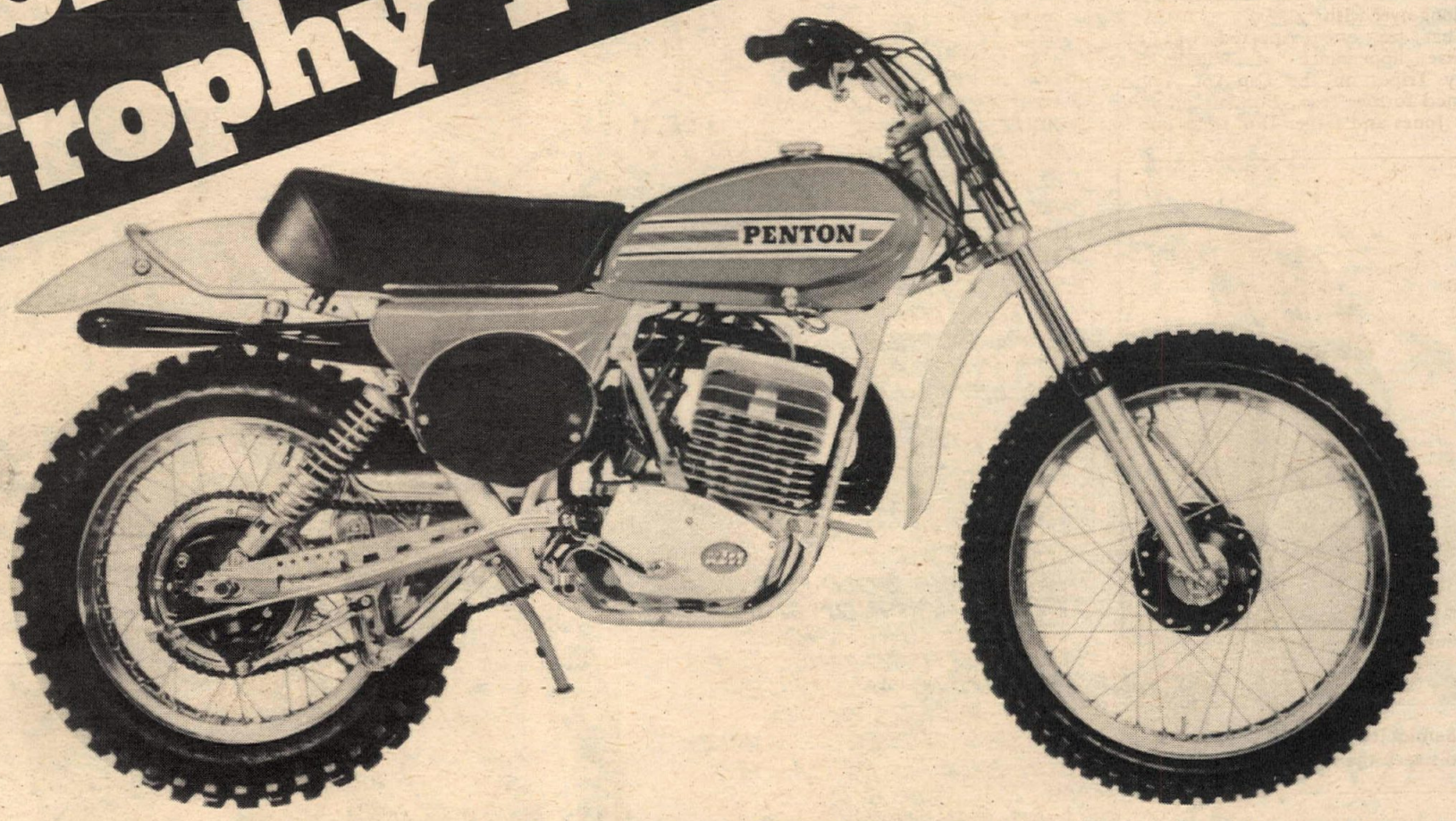


It takes a very special machine to compete in the ISDT and that is what the Penton cycles have based their reputation on. They are special because they offer the ultimate in versatility which is what the ISDT competition is all about. They meet the requirements the 6-Day competition dictates, which is to excel in the special speed tests, withstand the punishment of the cross country terrain and to compete in grand prix style in the moto-cross, for the valuable bonus points which tells the tale of superiority.

THE U. S. TROPHY TEAM

JACK PENTON

3 time National Trials Champion. Veteran of 4 ISDT's. 20 years of age from Amherst, Ohio. Overall winner of Potosi, Trask Qualifiers.

CARL CRANKE

24 year old National Trials Champion. 2 times ISDT Gold Medal winner. Overall winner of Ft. Hood & Shamrocks Qualifiers. His home is in Sacramento, Calif.

JOE BARKER

Gold Medal winner in last year's ISDT and 4th highest Qualifier in the series this year. Joe is one of the most promising new trials stars. Joe hails from Pennsylvania.

TOM PENTON

5 times ISDT veteran Tom Penton rode to 5th overall in the Qualifier series this year. Tom holds 4 ISDT Gold Medals at the age of 24, and makes Amherst, Ohio his home.

PAUL DANIK

21 year old Paul Danik from Valencia, Pa. took his 125cc to 10th place in the Qualifier series. A Gold Medal winner in last year's ISDT. Paul gives the Trophy Team speed and versatility.

DANE LEIMBACH

Top 100cc Trials rider in the Country. 3 time ISDT Gold Medal winner. Dane put his 100cc in 13th place in the Qualifier series this year. 23 year old Dane lives in Vermilion, Ohio.

U. S. ISDT RIDERS ON PENTON

DON STOVER

34 year old Don was the top Independent Qualifier getting 6th overall. From Placerville, Calif. looking for 1st Six-Day finish.

ERIC JENSEN

25 year old from Altadena, Calif., Eric rode to 8th overall in the Qualifiers Series!!!

DAN YOUNG

23 from Bowling Green, Ky. Dan rode to 9th overall in the series. 1st ISDT.

MARK ADENT

18 year old Desert Star from Calabasas, Calif., Mark was 12th in the series. His first ISDT.

RON LAMASTUS

26 years old from Morgantown, Ind. Ron put his Penton in 16th spot to earn his 2nd ISDT ride.

MIKE McGOWAN

From Placerville, Calif. young Mike is look toward his first ISDT ride.

LARS LARSSON

33 year old Lars has the most ISDT experience of any U. S. rider. Rode on both U. S. and Swedish Trophy Teams. He hails from San Diego.

ROD BUSH

19 year old Rod took his 125 to the 19th spot, his first ISDT ride. He makes Parkersburg, West Virginia his home.

TOM SHAW

From Birmingham, Alabama, young 17 year old Tom took 26th overall for this first 6 day ride.

BILL FRIANT

32 year old desert star, Bill Friant, is taking his 2nd Six-Day ride. He hails from Inglewood, California.

BOBBY THOMAS

He is 20 years old and from Cadiz, Kentucky. Bobby is looking forward to his first ISDT.

*STEVE HURD, from Montebello, Calif., qualified for the Six-Days but due to an injury will not be able to compete.
*BOB ISMAILOF, from Hempstead, N. Y., did not qualify on a Penton but will be Penton mounted at the ISDT.

National motocross season finale at New Orleans

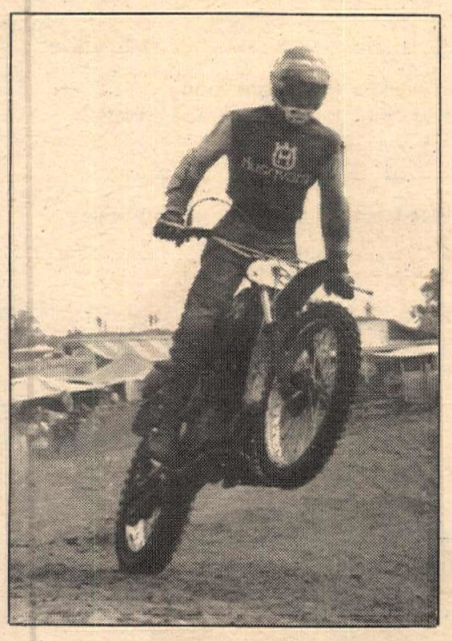
By Richard Creed

NEW ORLEANS, LA., SEPT. 2

Despite a no show by teams Honda and Yamaha the National motocross season ended with a bang, not a whisper, on the banks

of the mighty Mississippi. It was standing room only around the up and down sandy levee course as everyone waited to be blown off the face of the earth by Hurricane Carmen or frozen to death by an advancing Artic cold front. The cold front won but not until after the racing was long over with.

What no one expected was the surprise appearance of Wunderkind Marty Tripes on the Can-Am. Tripes rejoined former Team Honda teammate Gary Jones and father Don Jones and is



Gary Semics just went WFO the whole way to sweep the 500 class.

reportedly on a multi year contract. This makes the third factory team ride for young Marty since the season opened and hopefully things will start clicking again for him. It may just be an illusion but Tripes appeared to have lost some weight and his attitude was more open.

Jim Weinert extended his lead over second place in the National points race held by Tony DiStefano and Gary Jones wrapped up an unprecedented third straight National 250 Championship. Gary Jones, brother DeWayne and father Don seem to be able to develop championship machinery in incredibly short times as this makes the third different brand. Jones had won previous championships on Yamaha and Honda motorcycles.

The New Orleans track is a demanding one and Team Suzuki found out the hard way. Mike Runyard retired early in the first 500 moto when his front down tube snapped in half just above the engine mount. Thorwaldson suffered mechanical problems in the first 250 moto to put an end to the Suzuki challenge. Pit rumor had it that Thor snapped his frame also in the first 250 moto on the back side of the course.

Jimmy Ellis lost a foot peg at the start of the first 250 round but rode hard enough to gain third spot briefly behind teammates Marty Tripes and Gary Jones. Jones went on to win the first moto and Tripes dropped back to seventh by moto's end. Brad Lackey had gotten a bad start in the first 250 moto but slashed through the field to an upper quarter placing before his front brake locked, off loading Brad in the process. Brad was uninjured but the Husky needed extra hands to get it back to the pits. In the second moto Lackey showed his stuff as he and Jimmy Ellis (C-A) shattered everyone's minds with tremendous rides. Fans ran from corner to corner waving shirts, beer cans, and make shift flags at the berm blasting duo. At one corner a few half hearted swings were exchanged between Lackey and Ellis fans before the excitement of the race brought them up short. The situation looked bad for Ellis in the latter stages as his rear tire went boosh and Lackey was putting nicks in the decal on the Can-Am's tanks. Then the rear spokes of Lackey's Husky started to part company with the hub and Lackey had to back off to finish second in the moto but out of the top 10 for the day.

Behind all the excitement in the 250 class rode consistent Texan Kent Howerton who motored away with his first overall National win. Behind Howerton, Ellis took second place. Howerton wasn't the only surprise in the 250 class. Frank Stacy parlayed 4-4 finishes into third overall aboard an Ossa Phantom. First moto winner Gary Jones was sidelined in the second round

Gary Jones (1) is the National 250cc Motocross Champion for the third straight year. His Can-Am teammate Jim Ellis (37) finished third in the standings on another Can-Am, and . . .

with two flat tires and finished out the day in 10th place by way of a 1-20 placing.

Gary Semics completely dominated the 500 class following an intense multi-lap tangle with new National Champ Jim Weinert in the first moto. Weinert faded back and later complained of feeling ill. Semics went on to a runaway in the final moto. As Tony DiStefano said later, "Gary was just WFO all the way."

Tony ran with the leaders of the first moto until his front brake cable wound around and clamped itself shut. DiStefano continued on to finish sixth in the first moto. In the second round Semics held the throttle to the stops

PHOTOS BY RICHARD CREED

Kent Howerton's second-third placing gave him the Overall 250 win for the day.

. . . new Can-Am team member Marty Tripes (16) was National Number Two this year.

and Tony held off everyone else for second in the moto and fourth place overall. Steve Stackable rode one of his few effortless races and finished the day second overall and third in National 500 points. ●

Results

250: 1. Kent Howerton (Hus) 2-3. 2. Jimmy Ellis (C-A) 5-1. 3. Frank Stacy (Oss) 4-4. 4. Peter Lamppu (Mon) 3-5. 5. Marty Tripes (C-A) 7-6. 6. Troy Jorski (Kaw) 6-7. 7. Mike Gillman (Yam) 9-8. 8. Tony Wynn (Nog) 8-10. 9. Bob Bayne (Bul) 10-9. 10. Gary Jones (C-A) 1-20.

500: 1. Gary Semics (Hus) 1-1. 2. Steve Stackable (Mai) 3-3. 3. Jim Weinert (Kaw) 2-5. 4. Tony DiStefano (CZ) 6-2. 5. Bob Martindale (Bul) 5-4. 6. Shan Moore (Bul) 7-6. 7. Steve Floyd (Bul) 9-8. 8. Scott Haros (Bul) 8-11. 9. Dave Beavers (Mai) 13-9. 10. Dewayne Baehler (Yam) 17-7.

500 NATIONAL STANDINGS: 1. Jim Weinert (Kaw). 2. Tony DiStefano (CZ). 3. Steve Stackable (Mai).

250 NATIONAL STANDINGS: 1. Gary Jones (C-A) 600. 2. Marty Tripes (C-A) 576. 3. Jim Ellis (C—A).

The Ellis-Lackey dice brought opposing groups of fans to fisticuffs during the second 250 moto.

Roberts blitzes Talladega

By Gary Van Voorhis

TALLADEGA, ALA., AUG. 31-Sept. 1

Aksland wins Novice

Manteca, California rider Skip Aksland, aboard his KRRC sponsored Yamaha, breezed to an easy victory in the 50 mile Novice event.

Aksland's main competition came from Team Connecticut rider Rich Schlachter, aboard the fastest air-cooled 250 Yamaha around.

Finishing third, over 15 seconds adrift, was Baltimore, Maryland rider Cliff Guild on his Elyria Triumph sponsored Yamaha.

The main Novice road race competition this year has centered on California riders Aksland, John Volkman and Georgian Dale Singleton. This race saw Singleton trash his Taylor White Yamaha on the first lap of his heat and spend a frantic night rebuilding it for raceday and a sixtieth starting spot on the grid. Volkman was less fortunate as his practice crash left him without a bike.

In the final, it was heat winners Schlachter and Aksland side by side into the infield with Schlachter taking and maintaining the lead until the pair entered onto the banking where Aksland's water-cooled power took over. Guild was a close third.

Dale Singleton, aware that he needed a top finish to maintain a chance of capturing the title of top Novice road racer in the nation, was literally eating up the competition and had pulled into twenty-first spot by lap three.

By lap ten, Singleton had moved to eighth while Aksland, Schlachter and Guild had established a firm hold on the top three spots. Dennis Phelan has a comfortable fourth with Dick Whitehurst about to move into fifth. The positions held for the final three laps with Canadian Jim Gill in sixth and Singleton moving to seventh.

Aksland's second victory of the season combined with Singleton's seventh place, takes the race for top Novice road racer to Ontario for the decider, with only a handful of points separating the pair.

Results

1. Skip Aksland (Yam); 2. Richard Schlachter (Yam); 3. Cliff Guild (Yam); 4. Dennis Pehlan (Yam); 5. Dick Whitehurst (Yam); 6. Jim Gill (Yam); 7. Dale Singleton (Yam); 8. Bruce Hammer (Yam); 9. Dwight Lyon (Yam); 10. Martin Koop (Yam).

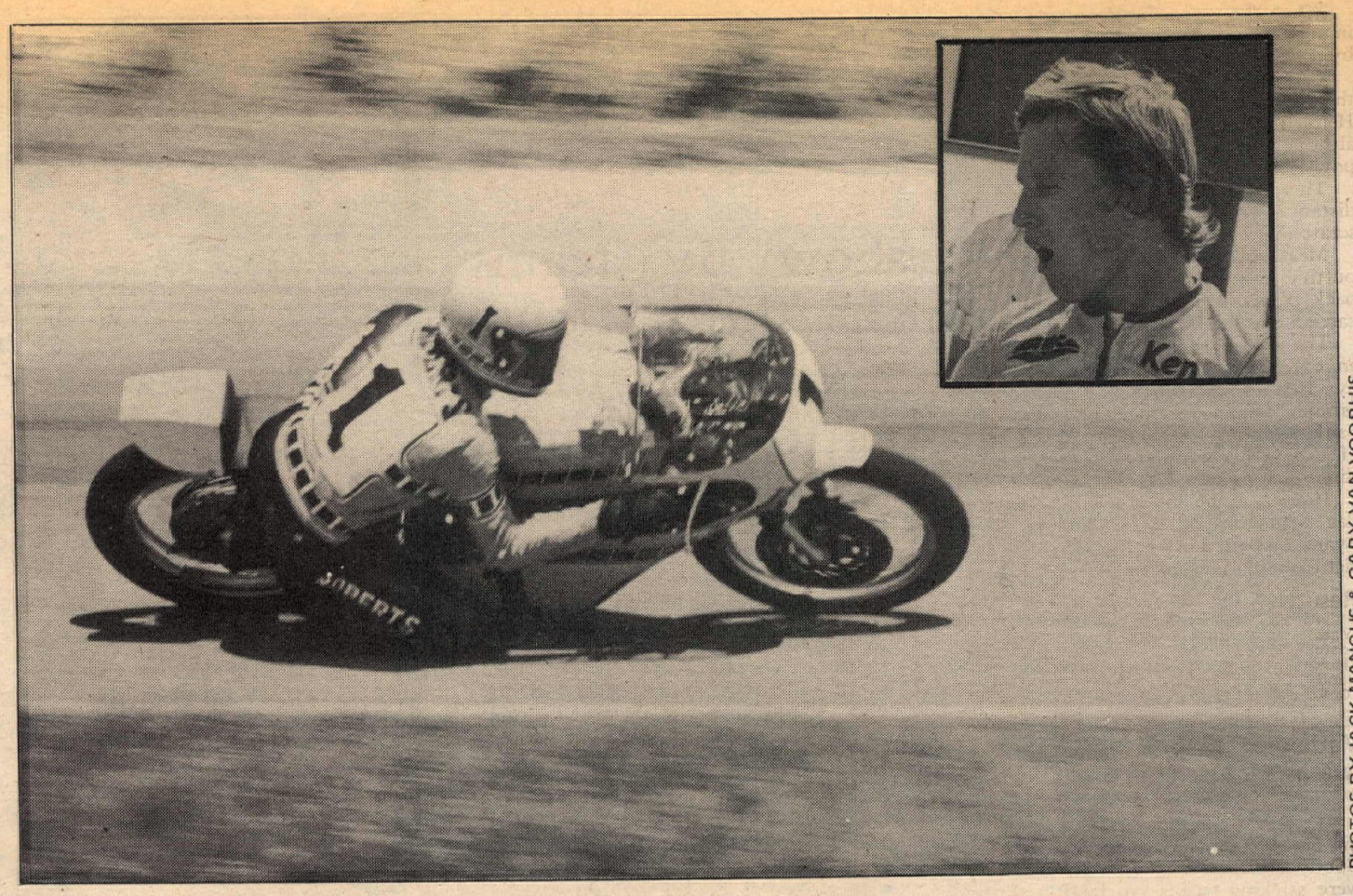
Hennen and Gleason duel for Junior win

Pat Hennen scored his fifth Junior road race victory of the season at Talladega, but had to ride his Ocelot Engineering Yamaha to the limit for the win.

Pee Wee Gleason, aboard a Drew Pate sponsored Yamaha TZ 700, provided the competition for Hennen and finished a close second. It was Gleason's first ride on a 700 since Daytona and signaled his return on a competitive machine.

Texan Tom Byars fought an almost race long duel with Walt Foster to secure third with Wes Cooley finishing fifth.

Frantic work was being done to Larry Bleil's bike as the one minute sign was being given to the grid. Bleil pulled off the grid while his crew appeared to fill his radiator. It cost Larry a full lap that could not be made up.

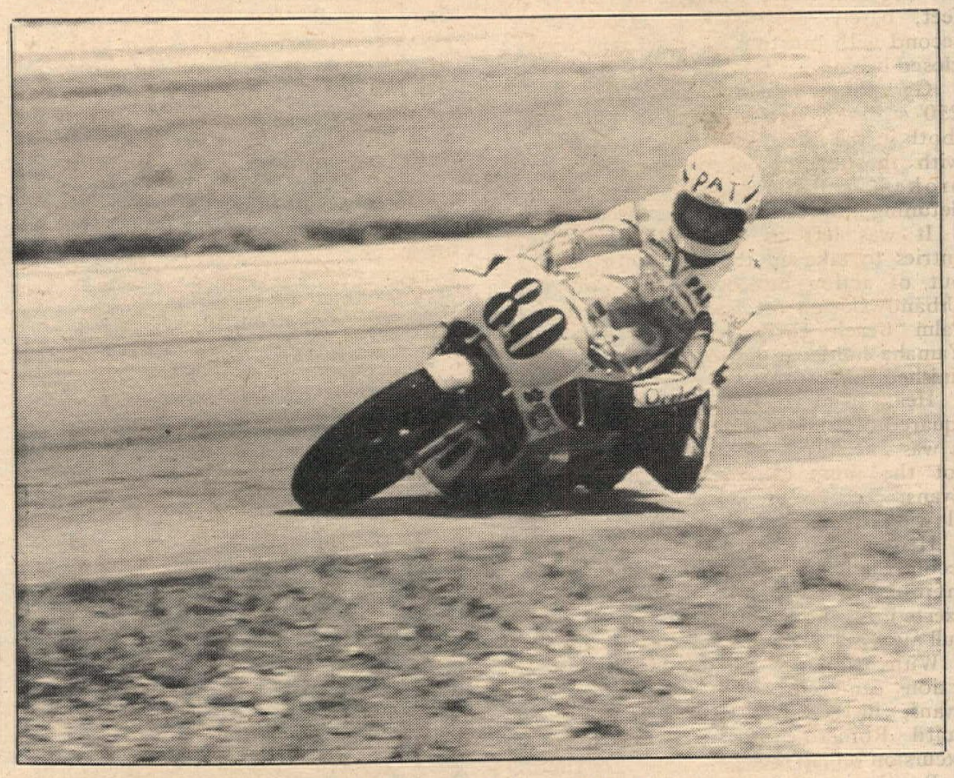


PHOTOS BY JACK MANGUS & GARY VAN VOORHIS

Roberts, hanging off his 250, is developing into one of America's all-time great road racers. No wonder the rumor-mongers already have him campaigning the European circuit. Roberts: "Ho, hum — I think I'll go out and win another road race." Well, maybe not. How about, "Boy, winning road races sure makes you sleepy."

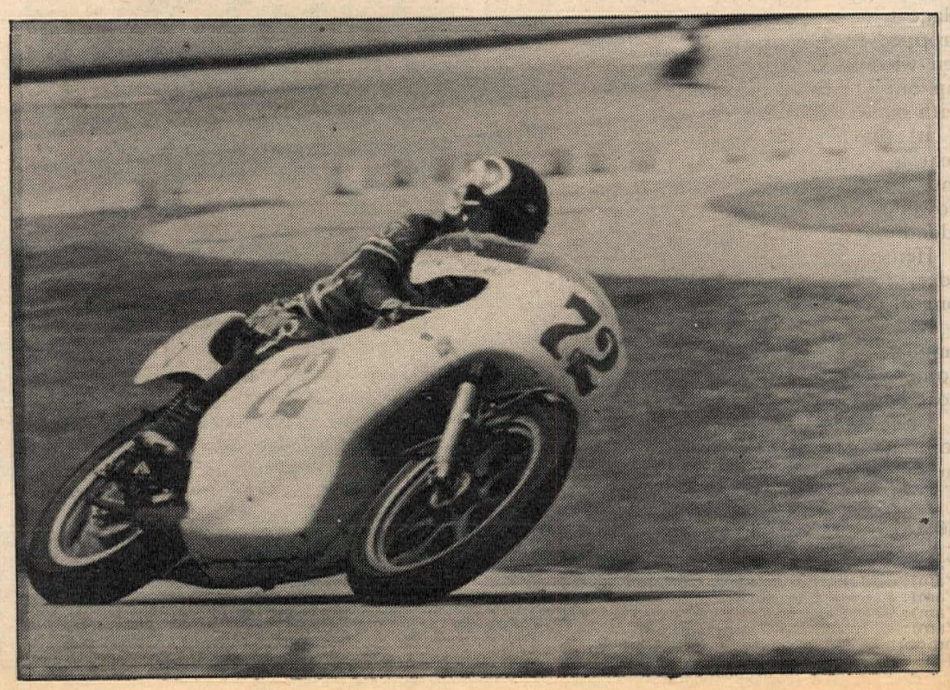
Oh, my, my! It's Steve McLaughlin playing tag in the infield. You're it, Steve.

Pat Hennen survived a race-long duel with Pee Wee Gleason in the Junior 50 miler.



Novices, led by Skip Aksland (72) wail out onto the banking where horsepower starts to count.

Skip Aksland added yet another Novice road race to his tally. He also turns Expert in dirt track next year.



When the green flag dropped Hennen immediately assumed the lead followed by Foster, Gleason, Cooley and Byars.

Gleason picked off Foster on the third lap and began to close the gap on Hennen by gaining ground in the infield although losing a bit to Hennen's more powerful bike on the banking.

Three laps later Gleason had cut the distance to about 20 yards and was scratching for every foot he could get.

Meanwhile, Gary Blackman was putting in a spirited charge through the pack from his last row grid position. It carried him to sixth by the checkers.

The crowd roared as Gleason, using an extremely late braking point, blew by Hennen as the pair entered the infield. Hennen regained the lead on the banking and, by weaving to break draft, effectively stopped Gleason from sling-shotting by.

Hennen kept his small lead to the flag with Gleason closed behind. Tom Byars nipped Foster for third on lap eight and made his move stick.

Results

1. Pat Hennen (Yam); 2. Pee Wee Gleason (Yam); 3. Tommy Byars (Yam); 4. Walter Foster (Yam); 5. Wes Cooley (Yam); 6. Gary Blackman (Yam); 7. Leslie Johnson (Yam): 8. Randy Cleek (Yam); 9. Wade Killen (Yam); 10. Ed Eaton (Yam).

Methodical Roberts sweeps another

It took Kenny Roberts two laps in the 50 mile Combined event to heat his Goodyear slicks to where he felt they were sticking to his satisfaction. From there on it was bye-bye Kenny as Roberts, in methodical fashion, proceeded to leave the rest of the field behind; 22 seconds worth by the checkers.

Floridian Ted Henter, in a duel to the flag that was decided in the last few feet, barely nipped Ron Pierce for second with fourth place Pat Evans very closed behind.

Gary Scott and his new Harley RR 250 suffered two seizures in practice (both in the fast entrance to the infield) with the second one costing Scott a broken collarbone and effectively detuning him for at least three weeks.

It was left to the private Harley entries to take up the slack with Scott out of action but only one, Conrad Urbanowski, on the Harley-Davidson of Palm Beach entry, could break the Yamaha hold on the top 25 places. He finished thirteenth.

Heat winners Roberts and Pierce squared off side by side on the grid, but it was Pat Evans and Gary Fisher who got the jump off the line with Jim Evans, Ted Henter and Roberts all blowing by in a group.

Henter snapped up the lead on the second lap holding it until the fast infield switchback where Roberts exerted his horsepower and began to pull away.

With Roberts pulling away, the action centered on the Henter, Pat Evans, Pierce, Fisher, Romero pack (until Romero took an off course excursion on lap six).

By lap eight, Roberts had ten seconds breathing room and was continuing to open space on the second place trio, as both Fisher and Romero dropped back. Pierce held second on lap ten with Evans taking over on the next lap only to have Pierce regain his hold with one lap to go.

It appeared to be a three way dead heat as the trio came off the banking and onto the front straight with a slower rider, to be lapped, thrown in for added excitement.

Henter went low and around the rider, forcing Pierce into a high (and longer) line; Evans was balked.

A short distance behind the front runners, Jim Evans took fifth with Gene Romero working his way back for a close sixth.

The win was Roberts' fourth Combined victory of the season and set the stage for his third road race sweep of the year.

Results

1. Kenny Roberts (Yam); 2. Ted Henter (Yam); 3. Ron Pierce (Yam); 4. Pat Evans (Yam); 5. Jim Evans (Yam); 6. Gene Romero (Yam); 7. Billy Labrie (Yam); 8. Doug Teague (Yam); 9. Pat Hennen (Yam); 10. Steve Baker (Yam); 11. Pee Wee Gleason (Yam); 12. Bob Endicott (Yam); 13. Conrad Urbanowski (H-D); 14. Michael Clarke (Yam); 15. John Long (Yam); 16. Tommy Byars (Yam); 17. Bart Myers (Yam); 18. Gary Blackman (Yam); 19. Fernando Cammaert (Yam); 20. Gary Fisher (Yam).

Roberts blitzes Talladega

Grand National Champion Kenny Roberts moved another step closer to his second consecutive title by blitzing the Talladega 75 mile AMA National Championship road race.

The 22 year old Yamaha factory rider left the field behind as he covered the distance at a new record speed of 111.957 MPH. Roberts' performance in the 19 lap National coupled with his victory in the previous day's Combined race gave him his third double and sixth National win of the season.

Perennial runner-up in the chase for the Number One plate, Gary Scott, suffered a broken collarbone during practice for the Combined race and is expected to be out of action for the next three weeks.

Practice sessions for the National had many insiders predicting a close race between Team Yamaha, Team Suzuki and Team Kawasaki. Suzuki's Barry Sheene unofficially "won" the practice sessions and the fact that Sheene and his brother-in-law, Paul Smart, were mounted on new trick Dunlops, as were Kawasaki's Yvon DuHamel and Suzuki's Cliff Carr, gave hopes of a non-Yamaha runaway to fans of Britishers Sheene, Smart and Carr and Canadian DuHamel.

Some of those hopes disappeared during the first heat as the Goodyear equipped TZ 700 of Roberts handily won the five lap event after a two lap dice with teammate Don Castro and DuHamel. Paul Smart pulled out after a lap with a clutch problem that Suzuki mechanics couldn't quite put their finger on. Bellingham, Washington's Steve Baker suffered a broken arm in a heavy get-off in turn one on the first lap of the heat.

Heat number two featured a race long duel between Cliff Carr and Kawasaki factory rider Hurley Wilvert. Carr took the win with Wilvert a close second and Barry Sheene third. Boston Cycle sponsored Jim Evans and his TZ700 took the fourth spot. Gene Romero failed to finish the heat as he reportedly joined Paul Smart in the clutch problem category.

The starting grid for the National was as slim as the crowd that had gathered in the middle of Alabama at Bill France's speedway. Only 32 riders posted for the 19 lap event with a front row of Roberts, Carr, Castro, and DuHamel heading the pack.

Roberts was led off the grid by Castro, but by the time they arrived at turn three Roberts was in the lead for good. Lap one provided the only concentrated action of the race and misfortune struck Yvon DuHamel and Mike Clarke as both riders unloaded. Yvon's get-off occured as he exited the infield and started up on the banking. In a move similar to Gary Nixon's Daytona crash, Yvon seemingly got on the gas too hard and his Kawasaki twitched one way and then the other before disposing of DuHamel. Clarke's get-off occurred in turn three.

It was apparent by the middle of the second lap that Team Yamaha would walk away with the race. Roberts and Castro had pulled a six second lead over third place man, teammate Gene Romero. Romero was being pressured by Carr and on the sixth lap Burritto got off in turn two. He suffered heavy asphalt rash, but other than saying "it'll be a rough plane ride home" he dismissed the incident with "... the crashing is out of the way now and I'll get 'em at Ontario."

Roberts pulled away from Castro at the rate of a second a lap and Castro, in a vain attempt to keep his teammate in sight, was pulling away from the rest of the field at an even more rapid clip. Lap 20 saw Roberts nine seconds ahead of Castro with Donnie a full 20 seconds over a Jim Evans/Cliff Carr battle for third and a Hurley Wilvert/Steve McLaughlin/Barry Sheene battle for fifth.

Evans won the battle for third as he began to pull away from Carr on the 14th lap and Barry Sheene won the battle for fifth and finally the battle for fourth as he passed Carr on the checkered flag lap. Sheene had charged through the pack during the early stages of the race, but blamed heat fatigue on not being able to close on Carr earlier.

Behind the front runners several individual performances highlighted the event. Consistent rides by rookie Experts Ted Henter and Billy Labrie enabled the Florida duo to sandwich ninth place finisher John Lysight of Canada. Art Baumann turned in a top ten performance before his Kawasaki stopped. Kawasaki's team manager, Rand Hall, described Baumann's mechanical problem as "something broke – don't know what, but something went."

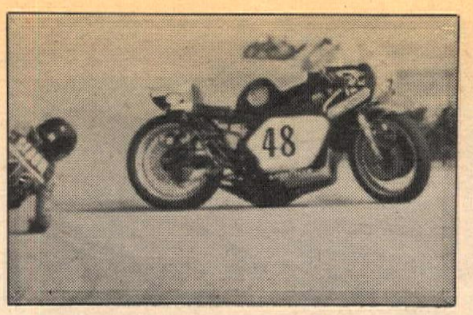
The checkered flag saw Roberts finish 18 seconds ahead of Castro, who was even further ahead of third place man Evans and then Sheene, Carr and Wilvert. While Roberts, Castro and Evans headed around on their cool-off lap, Wilvert took the checkered flag and promptly stepped off in turn one, providing Kawasaki with two destroyed fairings for souvenirs of the weekend – his and Yvon's.

Roberts took $3,685 in purse money alone home to California, but more importantly he added 165 National points to his growing total. His win coupled with Scott's not being able to compete gives him a total of 1,754 points – a cushion of 410 points over Scott.

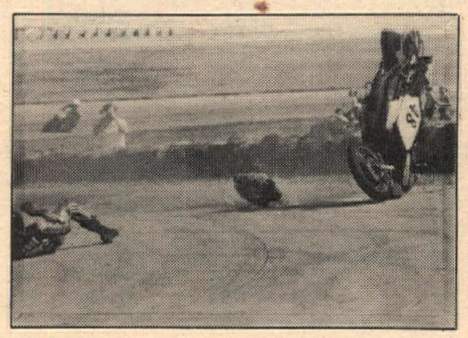
Don Castro and Jim Evans took home a nice hunk of the purse as well and the pair thanked their mechanics, with Evans mentioning Kevin Cameron's assistance in preparing the John Jacobsen/Boston Cycle Yamaha. ●

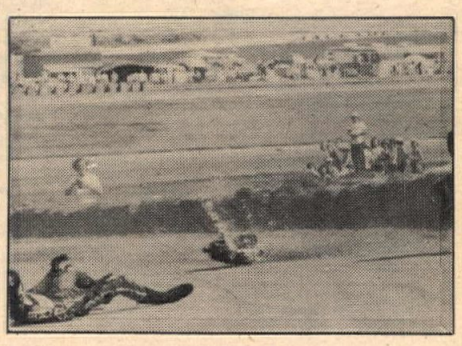
Results

1. Ken Roberts (Yam); 2. Don Castro (Yam); 3. Jim Evans (Yam); 4. Barry Sheene (Suz); 5. Cliff Carr (Suz); 6. Hurley Wilvert (Kaw); 7. Steve McLaughlin (Yam); 8. Ted Henter (Yam); 9. Jean Lysight (Yam); 10. Billy Labrie (Yam); 11. Len Fitch (Yam); 12. Dennis Purdie (Yam); 13. Mike Ninci (Yam); 14. Bart Myers (Yam); 15. Gary Fisher (Yam); 16. Bob Wakefield (Yam); 17. Dave Smith (Yam); 18. Art Baumann (Kaw); 19. Peter Chancey (Yam); 20. Doug Libby (Yam).



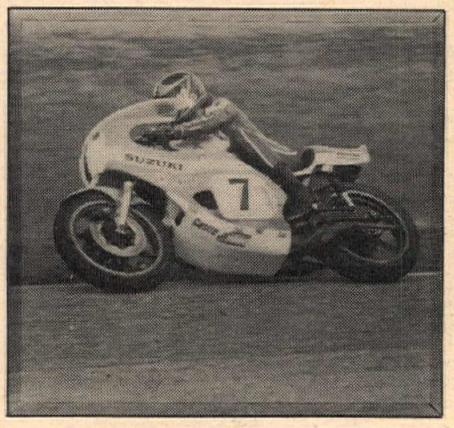
Mike Clarke's riderless TZ-700, after deciding to continue without him, does a spectacular endo, sheds its tank, and exits stage right, to be followed at a discreet distance by Mike.



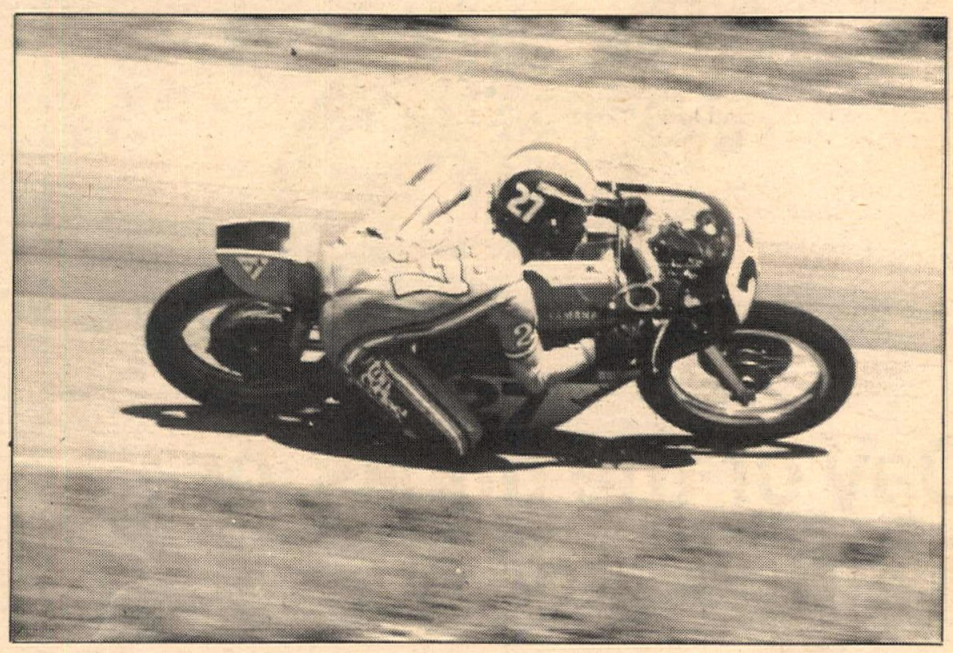


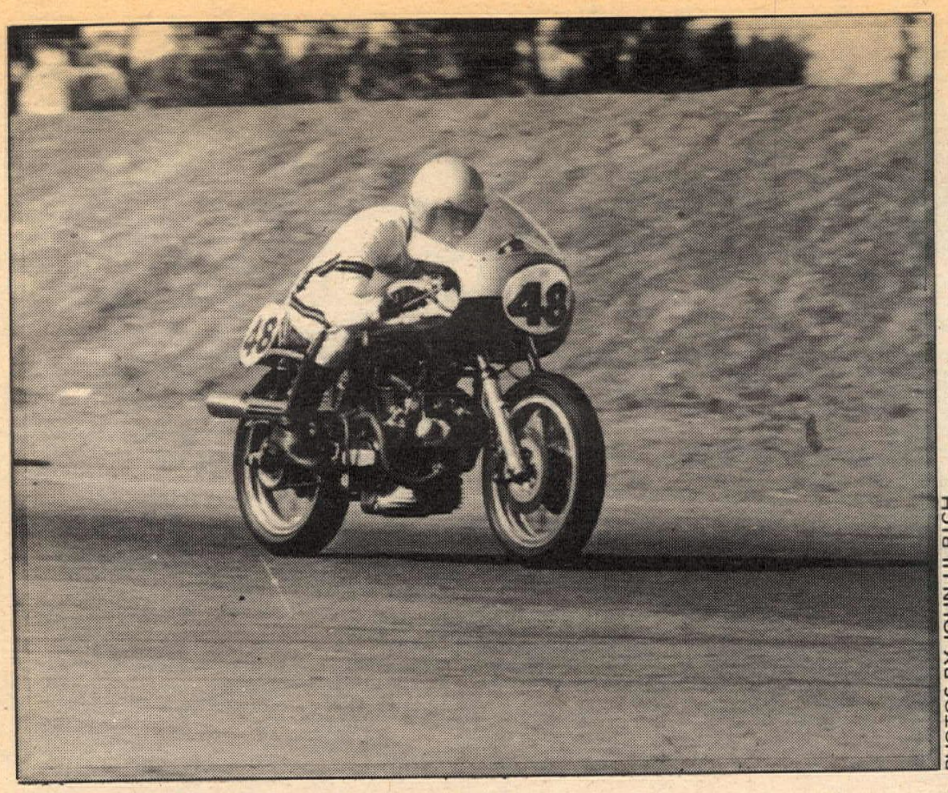
Cliff Carr and Jim Evans are a study in matched concentration as they hit the gas streak left behind by Mike Clarke's crash at full chat.

Barry Sheene unofficially "won" the time trials on trick new Dunlops.



Jim Evans, of San Bernardino, California, seemed to come from nowhere to take third in the National.

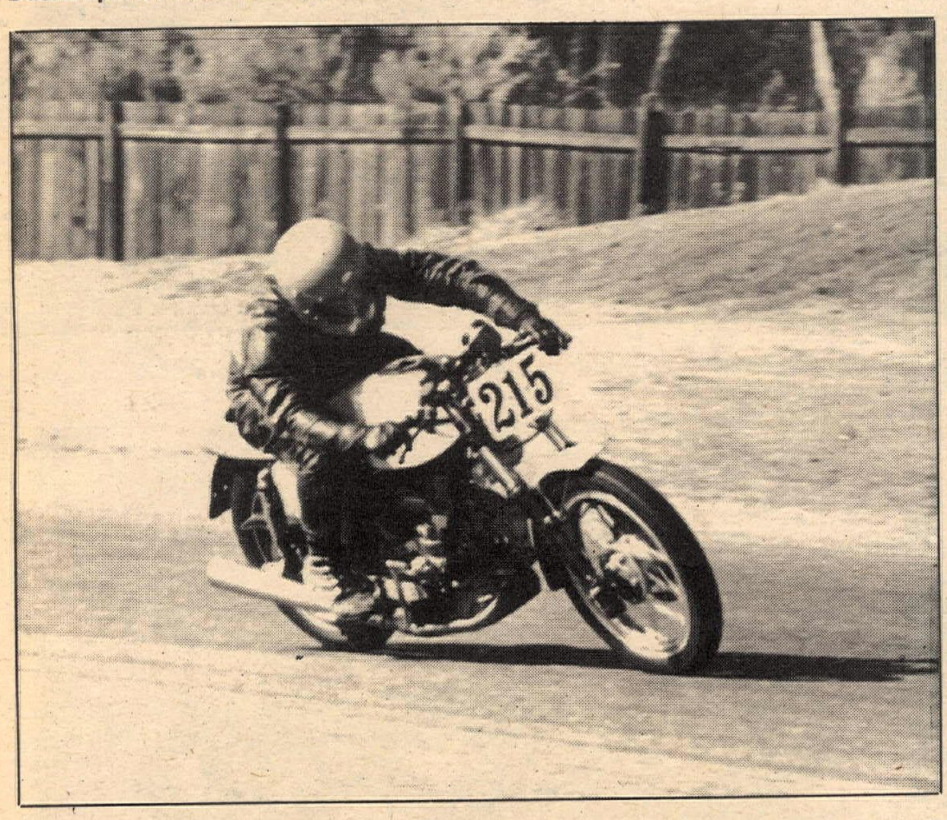




PHOTOS BY JOHN ULRICH

Cook Neilson and his Super Sport wailed to win Open Production.

Larry White won the Cafe class, took third Open Production on his Ducati Sport. He also took third 250 Production on an Ossa.



Day of the ducks, or, feathers to you

By John Ulrich

IRVINE, CAL., SEPT. 1

Doctor Taglioni would have loved it. If every duck has its day, today was the day for the Ducatis of Cook Neilson and Larry White.

Both did some heavy feasting in CMC's September road race at Orange County International Raceway.

The Cafe class was White's all the way, his Ducati Sport's powerplant howling and its brake discs squealing away. The bright orange Italian flash bike just kept pulling the competition, gaining three seconds every lap with the help of a rider who looked as if he knew what he was doing. After a few laps, the real race was for second place between first-timer Dave Johnson on his water-cooled Suzuki 750 and Len Dios on a BMW R90S. Johnson held off Dios for about half the race, making up for less power with better cornering. Finally horsepower showed its worth, with Dios passing the Campbell Suzuki mechanic in spite of all the best dragging of pipes-and-other-hindrances-to-ground-clearance the water-pumper pilot could muster.

White could have coasted down half the last straight and still not have been in danger of missing the checkered flag.

Cash money added interest to the 125-200 Production race. The overall winner would take home $25 along with his trophy, and some serious dudes each wanted the money. Larry Lim, last month's surprise winner, hoped his F7 was fastest after having done some machine work. It wasn't. Art Friedman, hot from winning $100 two weeks earlier in Oregon, was hoping he could buy Team Purple Toad dinner with a borrowed stock-everything 200 Yamaha equipped with the miracle ingredient, "seizure." He couldn't. Dave Boido hoped to beat the dirt bikes he despises on tarmac. He did, but it wasn't enough. John Hewitt was the spoiler of many plans, shattering confidence and cockiness with one quick Yamaha.

It started out that way, too. Hewitt helped himself to the first turn, pursued by Steve McKennan (Yam), Lim, Boido, a Yamaha 125 Enduro bike, and one tricked-out, over-jetted-to-stop-chronic-multiple-seizures DKW springer 125. Friedman, Associate Editor of *Cycle Guide*, passed five fellows in the first three turns to move into third as Hewitt started leaving immediately. By the second circuit it was Friedman second and McKennan third, trailed by other 200s.

Thomas Maguire, riding a Bill Silver Replica Honda CB 125, showed he knew his way around Orange County by promptly eating up the hole shots of Lim, the Deek rider, and everyone else behind Boido by going faster through the turns.

The front running 200s settled into their places while Maguire pulled several hundred feet on the next 125, currently engaged in a duel with Lim. Lim had the power, the accurate carburetion, and the drive to smoke the dirty DKW in every straight and semi-straight section, but exited Turn Four too tightly to avoid being passed three times in four laps entering Turn Five.

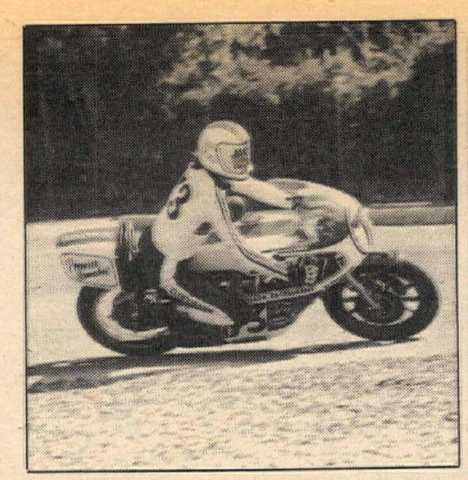
Detuned by having expensively blown a 350 in his last race, Lim subsequently slowed to dice with Jim Lester's Yamaha RD 125, but only after unwittingly helping to determine the outcome of the 125 Production race.

When Lim was in front of the eventual 125 class winner, his slipstream boosted the maximum sixth-gear RPM of the burbling German wonder just enough to finally loosen it up while it was getting enough cooling air to keep from sticking again. The sluggish seizure special suddenly surged seeking satisfaction, closed the gap on Maguire in two laps, passed to take over the 125 lead, wove all over the front straight to shake Maguire's slipstreaming, stretched it out, and crossed the finish sputtering, gagging, and almost sticking most of the way — but doing it quickly. Maguire's fine lines remained, but his horsepower hid, letting Lim and Lester move past out of the last turn of the last lap.

Hewitt collected his dollars and his trophy, Maguire lamented the demise of his well-deserved victory, and the DKW went back to the emery cloth and hone in search of stock clearances.

The last race, Open Production, belonged to Cook Neilson. The Editor of *Cycle* went away on the first lap and kept going until he won, trailing a mellow exhaust note from the twin high-pipes of his desmo valve train Ducati Super Sport, moving faster on the straights, smoother in the twists, and quicker out of the corners than anyone. Jeff Steele (Hon 750) was second, with Larry White (Duc) trailing.

Ducks and Deeks are neat. ●



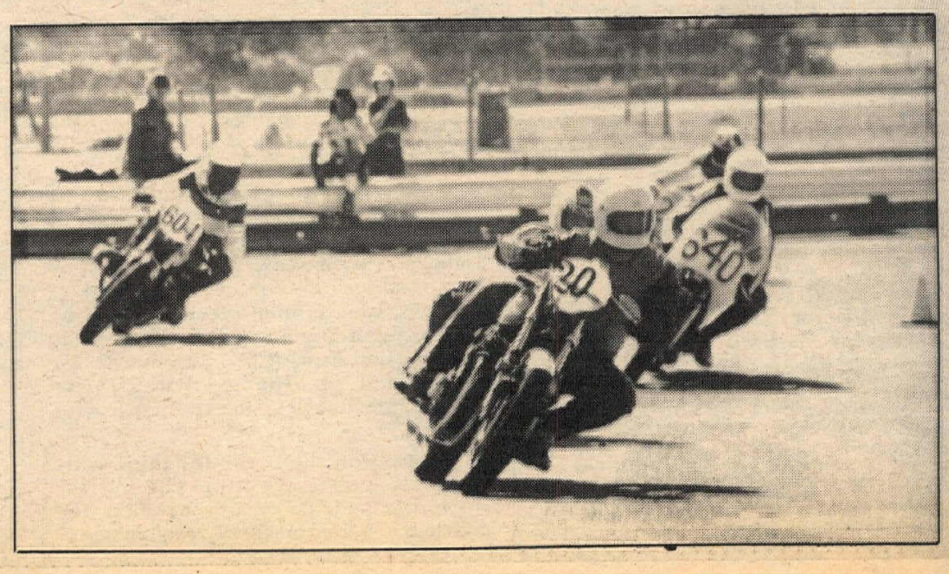
Harry Klinzmann brought home three first place trophies — 350 Production, 250 Junior GP, and 350 Junior GP. Here he is on his 350.

Harry loves wheelies. Why not when you're in the lead by a whole bunch?

Results

CAFE: 1. Larry White (Duc). 2. Lee Dios (BMW). 3. Dave Johnson (Suz).
125 PROD: 1. John Ulrich (DKW). 2. Jim Lester (Yam). 3. Thomas Maguire (Hon).
200 PROD: 1. John Hewitt (Yam). 2. Art Friedman (Yam). 3. Steve McKennan (Yam).
250 PROD: 1. Tyson Branyon (Yam). 2. John Alderson (Yam). 3. Larry White (Oss).
350 PROD: 1. Harry Klinzmann (Yam). 2. Allan Gingerelli (Yam). 3. Hugh Miller (Yam).
OPEN PROD: 1. Cook Neilson (Duc). 2. Jeff Steele (Hon). 3. Larry White (Duc).
50 GP: 1. Flem Juliussen (Kaw). 2. Bob Gerbasi (Yam). 3. Larry Hemker (Yam).
125 JR GP: 1. Pedro Gallinucci (Yam).
250 JR GP: 1. Harry Klinzmann (Yam). 2. Wally Karpynec (Yam). 3. Ken Gill (Yam).
350 JR GP: 1. Harry Klinzmann (Yam). 2. John Matlock (Yam).
OPEN JR GP: 1. Steve Gerki (BMW).
125 EX GP: 1. Jim Keys (Yam).
250 EX GP: 1. George Roche (Yam). 2. Charles Dolan (Yam). 3. Roger Glickman (Yam).
OPEN EX GP: 1. Charles Dolan (Yam). 2. Lee Fleming (Kaw).

Lee Fleming leads the Open, 500 and 350 GP combined charge aboard his Z-1. He was running third in Open Production until bike troubles forced him to pull into the pits.



Ask Bill Uhl about Bel-Ray. . .

Bill should know. Bill and Bel-Ray won the Oregon Bad Rock Trial event and took top honors in the grueling Qualifying Series for the International Six Day Trials, finishing the six-event series as 175cc class champion and sharing a 3-way tie for the National Championship. Bill conquered some 2500 miles of the toughest courses in America to win six Gold Medals.

A performance like that takes its toll on man and machine, and Bill knew that his machine had to be race prepared with the finest lubricants available. That's why Bill Uhl's bike is prepared with all Bel-Ray lubricants including Bel-Ray 2 cycle oil, gear oil, fork oil and grease . . . Bel-Ray, the lubricants used by winners.

Bel-Ray Company, Inc.
Termalene Division
PO Box 526
Farmingdale, New Jersey 07727
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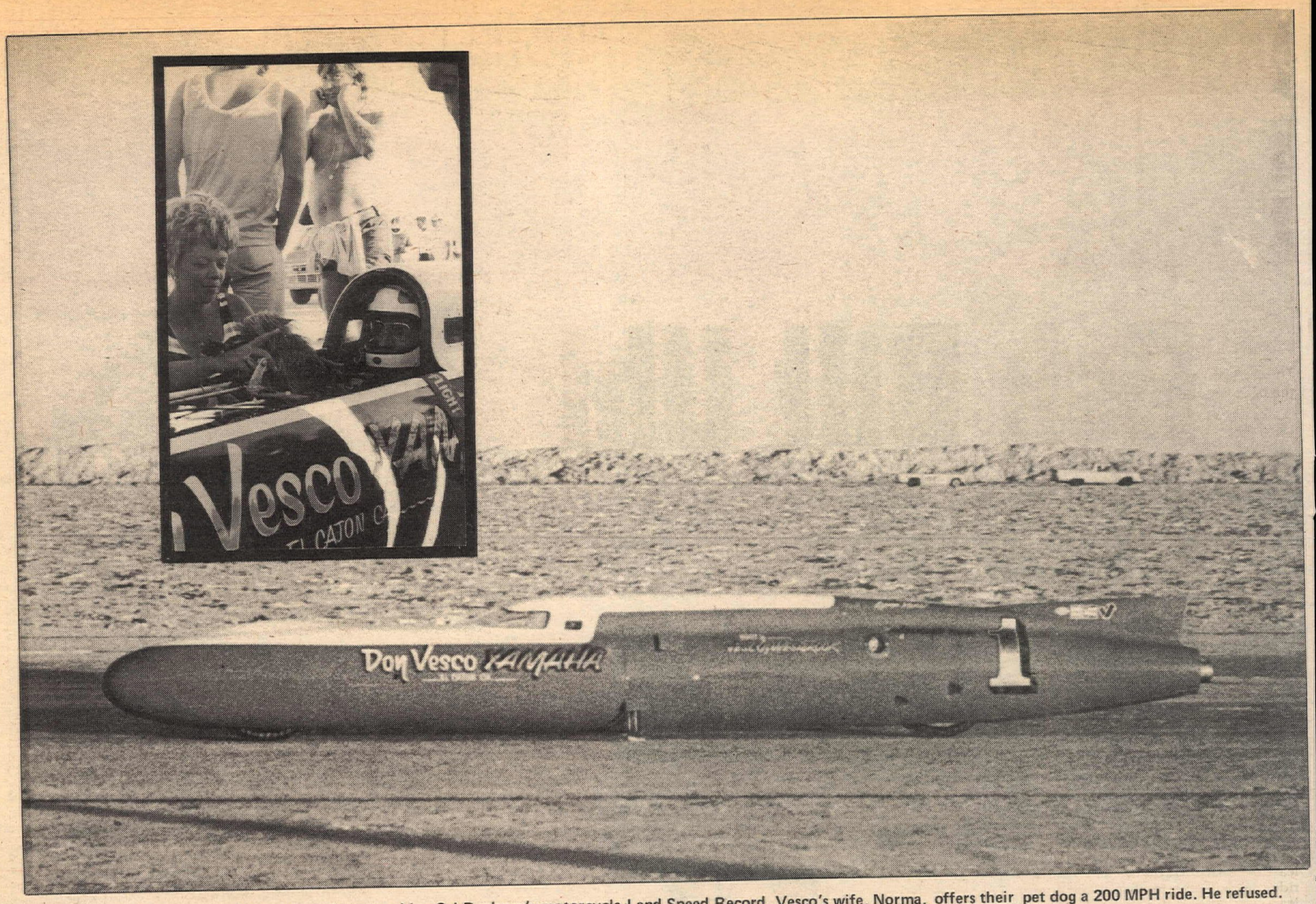
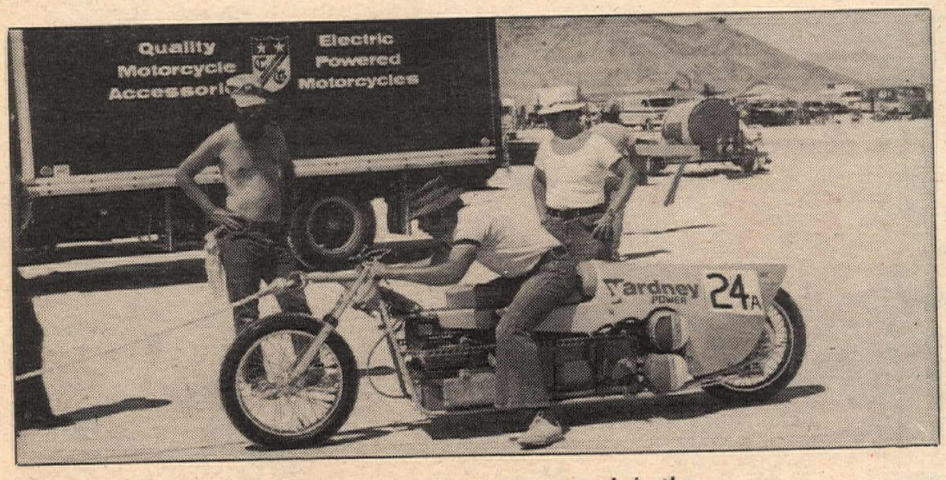
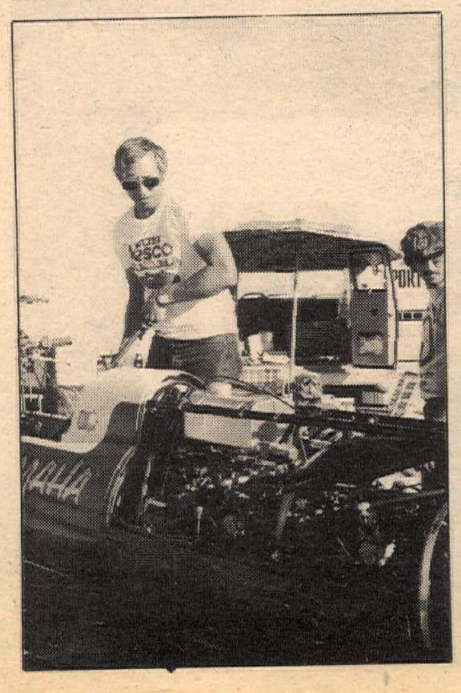


A broken crankshaft prevented Don Vesco from breaking Cal Rayborn's motorcycle Land Speed Record. Vesco's wife, Norma, offers their pet dog a 200 MPH ride. He refused.



The Corbin-Gentry battery powered cycle set new records in the Electric/Experimental class, going 165 MPH.

Vesco's liner: The best laid plans of men and . . . Yamahas.



Warner Riley went 199.500 on his Harley.

The rites of speed

By Jack Mangus

WENDOVER, UTAH, AUG. 18-24

Although Don Vesco failed to set a new absolute motorcycle Land Speed Record as expected, the 26th Annual Bonneville Nationals

week provided speed freaks with out-a-sight weather, excellent (albeit dirty) salt and records galore.

Vesco's twin Yamaha TZ700-powered streamliner, slightly modified to accept the two four cylinder, two-stroke powerplants, was an odds-on favorite to top the late Cal Rayborn's 265 MPH world record. The power was there and Vesco had proven his ability both to construct and pilot a streamliner successfully countless times in the past.

While usually a "nickel and dime" part writes failure on Bonneville efforts, this time it was a major part that ruined the Vesco effort. A broken crank, suffered during a Wednesday evening qualifying run, all but wrote finished on the efforts of the El Cajon, California resident.

That run had qualified Vesco by a safe margin – 251 MPH. Efforts later in the week to run with six cylinders doing their up and down act failed to get the streamliner rolling at anything above the qualifying run and Rayborn's record is safe – at least for a few more weeks.

Then Dennis Manning's Norton-powered streamliner, and probably Vesco's will take another shot at the one record that really counts in the minds of sponsors, advertisers and the public.

All records count for each and every one of the competitors who make the annual trip to Speed Mecca. When the week ended, many Easterners had put their names in the record books. Topping the list was Florida's Scott Guthrie. Scotty took home four records with one Harley-Davidson. That feat has been duplicated in the past, but never topped.

Complete records were unavailable at press time, but will appear in next week's paper. Look at them. Behind each and every one lies a story. Some untellable, like the one belonging to New Jersey's Brian Erickson. His swing arm is lettered "Leo's Cat House Special." Nuff said?

The start of the Formula 750 race found DuHamel (17) in the middle of the pack but not for long.

Smart edges DuHamel

By Jan Burgers

SILVERSTONE, ENG., AUG. 11

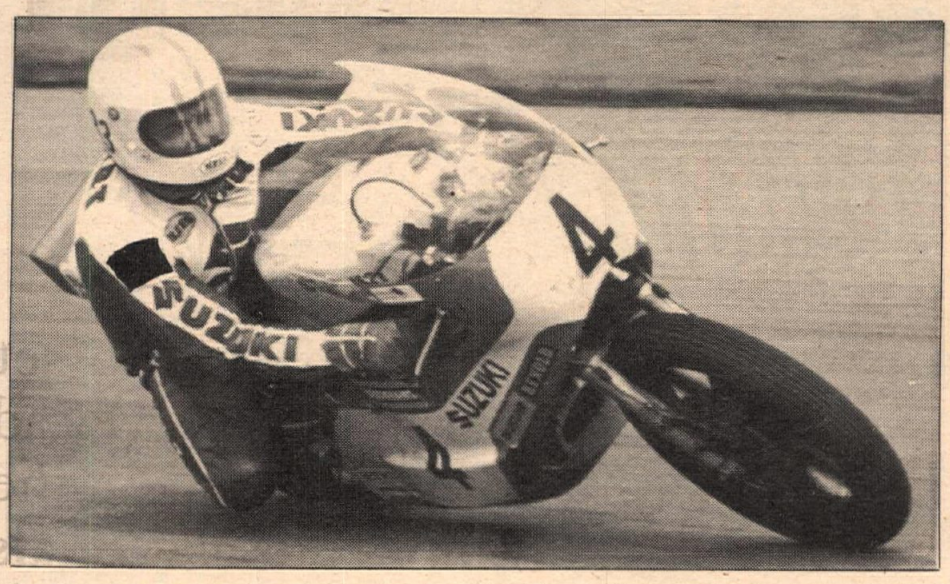
Paul Smart snatched a last lap victory in the British round of the Formula 750 series from a determined Yvon DuHamel. Suzuki mounted Smart narrowly edged Kawasaki works rider DuHamel in the last turn of the last lap while passing a slower rider.

The race initially belonged to Barry Sheene until his ignition went broke leaving Smart, DuHamel and Kawasaki rider Mick Grant to dice it out for the lead. Grant took the lead but with two laps to go stopped with ignition bothers.

On the last lap it was Smart and DuHamel side by side racing but enjoying themselves as well with DuHamel obviously thinking he could twist the wick and pull out the win. A slower rider changed all that as Smart got by first and then held Yvon off in the sprint to the flag. •

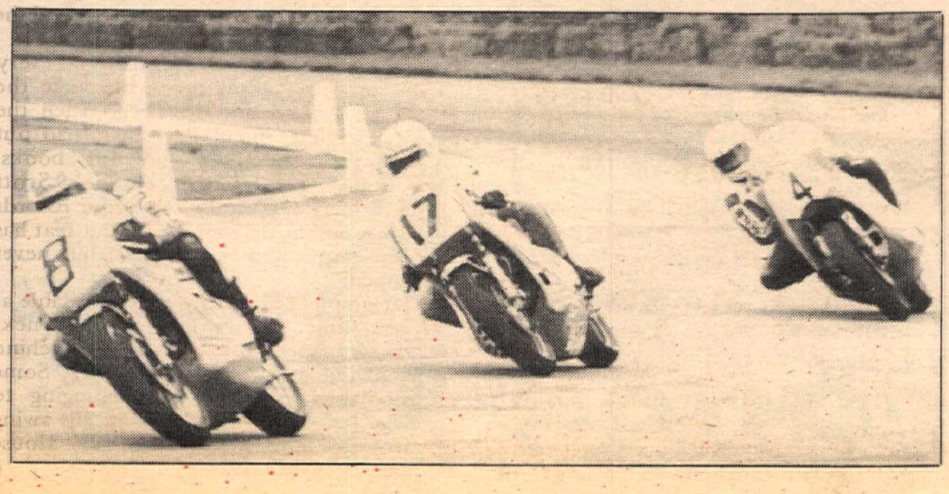
Results

1. Paul Smart (Suz); 2. Yvon DuHamel (Kaw); 3. Patrick Pons (Yam); 4. Stan Woods (Suz); 5. John Dodds (Yam); 6. Tony Rutter (Yam); 7. Jack Findlay (Suz); 8. John Williams (Yam); 9. S. Manship (Yam); 10. Deiter Braun (Yam).



Paul Smart executed the perfect pass of a slower rider to very narrowly edge Yvon DuHamel for the win.

The late lap battle developed between Grant (8), DuHamel (17) and eventual winner Smart (4).



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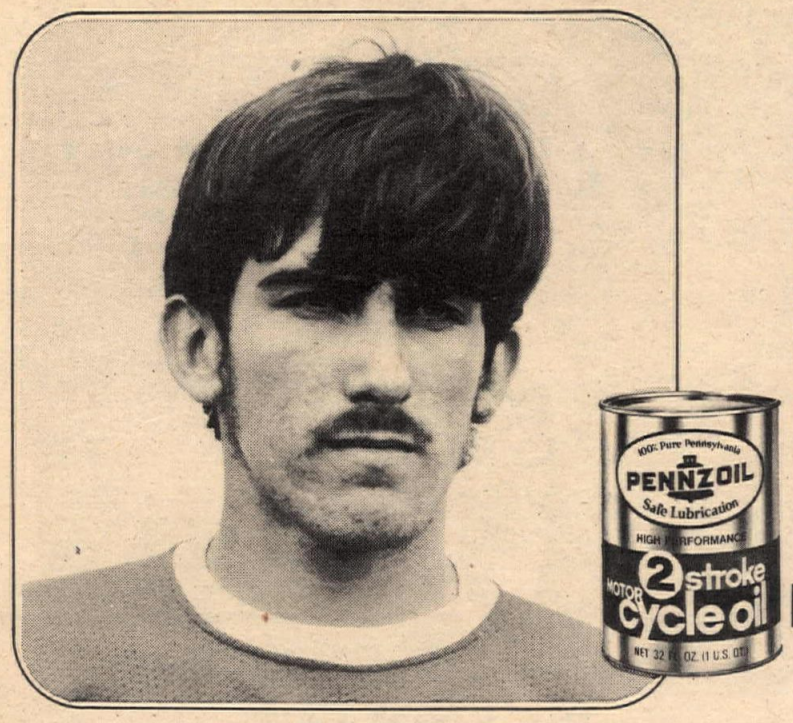

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WRITIN' AROUND

Evel's the one

Whatever fate does to his imitators, Evel Knievel is not to blame. The King of Stuntmen perfected his act over the last nine years. Evel wasn't the first to sell tickets to see him jump things on a motorcycle and won't be the last, but he is the greatest motorcycle performer that the world has ever seen. Before making this Sunday's canyon attempt, Knievel made sure that the reward is equal to the risk.

Evel warns young motorcycle jumpers against risking too much, too soon, for too little. Actually, young showmen who aspire to "beat" Evel by jumping more cars or longer distances than he are missing the chief attraction and point of his act. As David Swift so accurately put it, in a profile of Evel some years ago, "Evel Knievel doesn't sell motorcycle jumps; he sells a feeling."

Evel is our hero in the classical meaning of the word: He risks the dangers *for* us and suffers the fate *instead* of us. One doesn't have to be crucified to be a Christian, nor do any of us have to dare death on a motorcycle to love Evel Knievel.

When arrogant, egotistical, romantic Knievel defies violent extinction by climbing into the cockpit of his rocket bike and pulls the trigger, he is not showing disrespect of death. Rather Evel is mocking our fear of the unknown "from whence no voyager returns."

Evel Knievel has become the folk hero of adolescents and post-adolescents and maybe just about all of us because we felt that if we stuck with him failure could succeed; this was, in a sense, his pact with us to get our loyalty, and it worked. We don't want to have to go through failure; we want to watch him go through it — and come out the other side.

The "greatest act on earth" could not have been better timed. We have all been threatened by death we could not control for many years. In 1972 there was an election, and we were asked to choose between the crooks and the nuts. Naturally, we chose the crooks, for nobody is willing to trust a nut with the nuclear trigger. Recently we voided that election when Truth suddenly took precedence over Security.

Now we can turn our attention Evel's solo sortie against the Grim Reaper and witness one American's courage, confidence, skill and especially will, in the "Moment of Truth."

Whatever happens on September 8, we will know that there are some things worth risking one's life for. Whether Knievel comes down in this world or the next, he will have proved for this century that death has no dominion over the human spirit.

So you young jumpers, who aspire to Evel's glory, give yourself time for us to get to know you. Knievel is 35 and knows exactly what he is doing. If you want to be a hero, don't die a fool.

Charles Clayton

MARK HAUSER/PENTHOUSE

PHOTOS BY MARTIN CHRISTIE

Gunnady Moisseiev is the new World 250cc Motocross Champion, the first Russian to win since Victor Arbekov did it in 1965 on a CZ.

The decider: Moisseiev wins on points, Falta on principle! Jim rates no unlucky 13 over the series.

By Martin Christie

WOHLEN, SWITZERLAND, AUG. 25

Russian railroading and red-tape won this year's 250cc World Championship in a brutal display of riding tactics. Gunnady Moisseiev, a 26-year-old cossack, gave KTM their first title with a show of sportsmanship that would have shamed Ivan the Terrible. Before the points-decider, he had only to finish on the leaderboard at the Swiss debacle, even if only rival Jaroslav Falta (CZ) won both races.

Not content with that, the Russian team was determined the Czech would have no hope at all. After leading the early stages of the first race, Falta was pushed off the track by Moisseiev as he was lapping the Russian. Moisseiev then retired with "suspension trouble." Falta got back on to finish third – a result that meant he could still win the second race and take the crown.

But the Russians had brought in all their ace blockers – including the beserk 21-year-old Victor Popenko. Despite the fact that he was riding a bike from Falta's own factory (CZ), Popenko rammed the Czech amidships while he was leading the second race.

And when even that didn't stop the incredible Falta – his shirt torn, and a gash in his back bleeding – from going on to win, the Russians protested to the international jury that Falta had jumped the gate, and the KTM factory said they had it on film.

Three hours after the racing was over, and while the CZ camp was still popping champagne corks, the jury penalized Falta one full minute for foul play, and dropped him down to eighth – *sixty seconds that cost a crown!*

More pandemonium broke out than when the tanks hit Prague. Jim's Belgian mechanic, Rubio, was forcibly ejected after trying to break into the jury room. The cry went up that the second race should be run again – and half the riders seemed prepared to do it. But it was seven o'clock at night, and there was nothing the paddock, or the small, shocked crowd who had lingered to watch the death throes of the drama, could do.

It should now be taken to the FIM Congress in October. Contrary to FIM rules, there was no flagman to call a false start at the gate. Instead, a small line in the supplementary regulations warned of the dire penalties of cheating. All very unpleasant, and very unsatisfactory.

It was another indifferent meeting for Jim, rounding off a bad season. He retired in the first race, on lap 11, with a partially seizing engine. Only bullying from the Bultaco top-brass got Rubio to do any work on the bike for the second race. There, he finished an unspectacular seventh, after falling off. Points make him 13th overall in the 250cc class, compared to his sixth last year. Both bike and rider need sorting out.

Falta was fastest in timed practice, followed by Hakan Andersson (Yam), Gaston Rahier (Suz), Miroslav Halm (CZ), Torleif Hansen (Kaw) and Harry Everts (Puc) in that order. Heavy rain on several previous days had cleared, and made the ground tacky for practice, and ideal for the race.

Running a Swiss championship sidecar race on the same day didn't help, cutting up the surface and exposing some nasty stones. The course features a couple of neat drops, a tight section through a ravine, and a tricky switchback loop on the way past the start again – that's where all the trouble came, as the riders had to bunch and go through in procession.

First moto

Falta took a clean start from a short-lived Kawasaki of Olle Petterson, chased hard by Everts, Halm, Andersson and Hans Maisch. Moisseiev crashed at the first turn and had difficulty getting going again. Yet, even then, he was noticeably lazy about getting back into the pack. Gaston Rahier, who came down with him, showed what could be done by fighting back up to fifth at the flag.

On the sixth lap, a flying Everts pushed the Puch past Falta and began to pull a slight lead, but the Czech didn't look too worried. He could comfortably shadow him. Then on lap nine, as they came around to the switchback, there was Moisseiev, touring around on the inside. As Falta swung out around him, a KTM knocked his front wheel from under him, and he went into the ropes. Yet he recovered, and by the time Moisseiev skulked off on lap 15, Falta had made up ground again, getting past Hans Miasch for third. The pace at the front was too quick for Falta to catch the leaders before the flag, he finished 20 seconds behind Andersson, who in turn was just one second behind winner Everts.

Second moto

Real tension rocked the gate. The crowd was electric, and to a man behind the flying Falta. He did jump the gate, but despite his initial advantage, it was pretty clear that no one on earth could have caught him. A man with the title in his sights rides like an inspired demon, and Falta was every inch a champion. In second spot was Rahier – the Suzuki camp complaining that his first race fifth wasn't good enough. Behind him Everts, and the erratic Hansen. Moisseiev lay fifth on the second lap, pressed by Hakan Andersson. But Andersson lasted only one more circuit, when his front brake jammed on, pitching him over the bars unhurt.

Moisseiev had to finish third, if Falta was going on to win, but dicing with Hansen, Everts, and soon the determined Hans Maisch left little room for that.

The Russians had another card to play. Popenko was lingering at the back of the field – a position and style unusual for the wild man. When Falta came around through the switchback on lap eight, there he was, set up nicely in Popenko's sights.

With a sound of two crashing CZs, Falta was upside down and entangled in the ropes, his bike screaming protest on the ground, and a six-inch gash in his shoulder from Popenko's foot peg.

The crowd surged forward, righting the bike and sitting Falta back on it. With that team work, he had only lost two places – to Everts and Rahier. It took seven laps, with the crowd hysterical and Falta demonic. Rahier stopped with mud-splattered goggles, rejoing the battle two places down, but at the front, it was all over bar the protests. Falta swooped past Everts so fast he hardly saw him, to finish the race five seconds clear in the final laps.

Fast challenger Maisch was halted by a loose filler cap, momentarily. And backmarker Popenko, pulled in to join Moisseiev in the pits. Both of them claimed engine troubles of one sort or the other — but neither were convincing. Popenko's bike was ripped from under him by the Czech mechanics, and the bad feeling began to explode.

An elated Falta waltzed over the line at 4:30. At 5:15 the jury meeting was called. And while the paddock went into an uproar, the final farce was drawn out.

So Gunnady Moisseiev, the man who never finished a race at Wohlen, went home with the honors. The moral of this tale is if you can't join 'em, beat 'em. ●

"Superbowl" Jaroslav Falta deserved the win, but deserving means nothing when Russians talk MX. It's berserk it, and if that doesn't work, crash 'em.

Results

FIRST MOTO: 1. Harry Events (Puc). 2. Hakan Andersson (Yam). 3. Jaroslav Falta (CZ). 4. Hans Miasch (Mai). 5. Gaston Rahier (Suz). 6. Pavel Rulev (KTM). 7. Miroslav Halm (CZ). 8. Sylvain Geboers (Suz). 9. Kalevi Vehkonen (Hus). 10. Zdenek Velky (CZ).

SECOND MOTO: Harry Everts (Puc). 2. Hans Maisch (Mai). 3. Torleif Hansen (Kaw). 4. Gaston Rahier (Suz). 5. Zdenek Velky (CZ). 6. Kalevi Vehkonen (Hus). 7. Jim Pomeroy (Bul). 8. Jaroslav Falta (CZ). 9. Siegfried Lerner (KTM). 10. Max Gunter (KTM).

FINAL CHAMPIONSHIP POSITIONS: 1. Gunnady Moisseiev 145. 2. Jaroslav Falta, 139. 3. Harry Everts, 128. 4. Torleif Hansen, 101. 5. Gaston Rahier, 96. 6. Miroslav Halm, 80. 7. Pavel Rulev, 75. 8. Hakan Andersson, 81. 9. Hans Miasch, 69. 10. Joel Robert, 58. 11. Sylvain Geboers, 53. 12. Raymond Boven, 49. 13. Jim Pomeroy, 41.

Californians top New England National Trials

The September 1 New England Trials Association round of the U.S. National Trials Series fell to Bultaco works rider Lane Levitt by a score of 24½ points to 29 for Montesa mounted Steve Darrow. Californian Marland Whaley, also riding a Montesa, out-pointed Michigan rider Bob Hopkins (Yam) for third. Current points leader Don Sweet did not ride the event since he was required to work for the sponsoring Rhody Rovers club as an observer. Rain fell on the Escoheag, Rhode Island site in the morning hours leaving the sections somewhat slick but they dried by the time the competition began. The consensus of the riders was that the event was on a par with the Oregon round and offered a good variety of terrain as well as tight organization.

Unofficially, this vaults Leavitt into the points lead. Sweet will drop to second place tie with Darrow. ●

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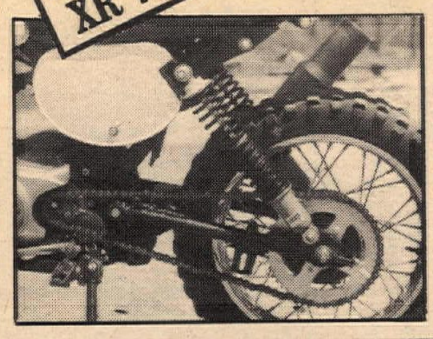

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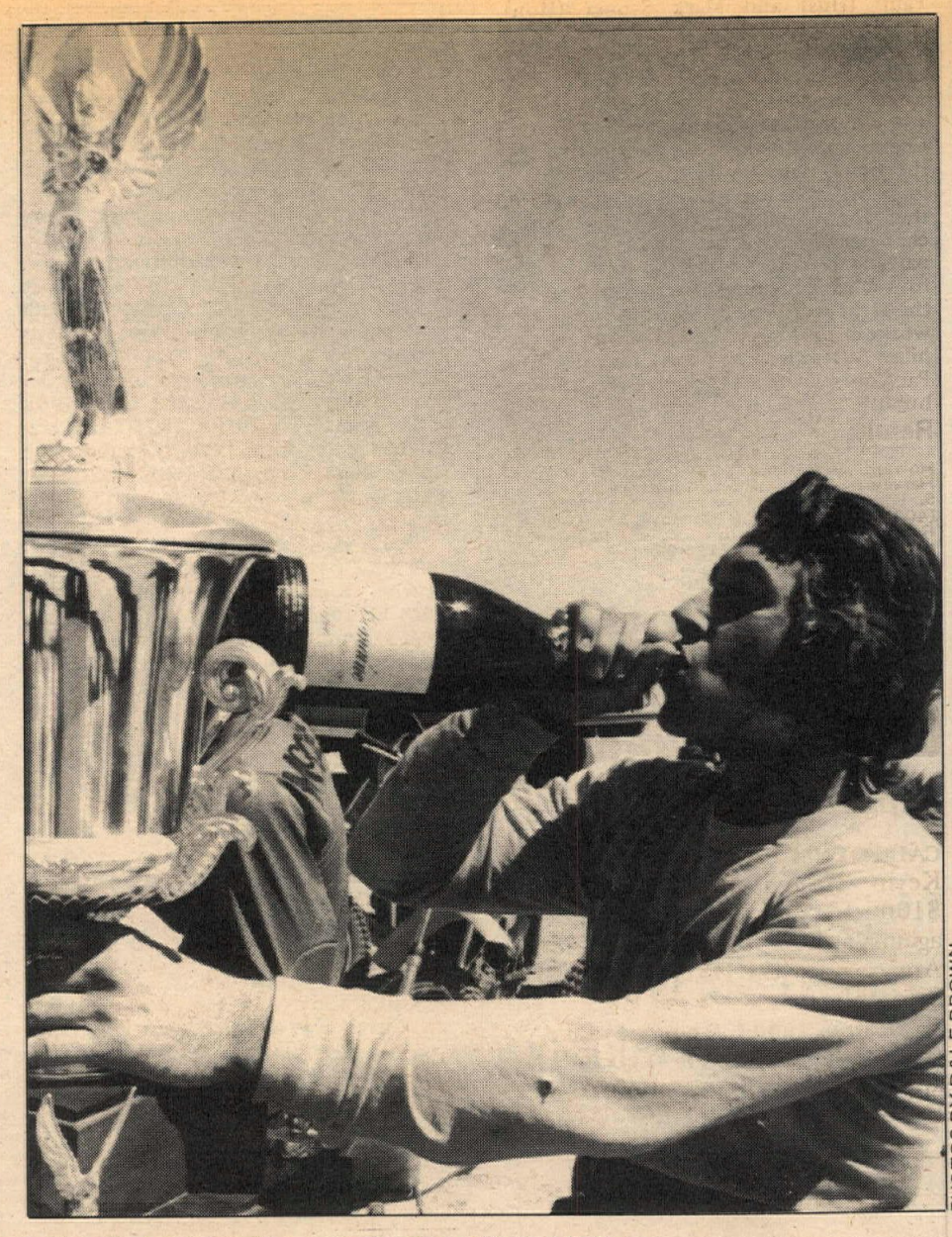


PHOTOS BY DALE BROWN

The Silver Cup is one big trophy for Steve Staats to balance on his bars when he's not even looking!

Staats steals the Silver Cup

By Dale Brown

CALIFORNIA CITY, CAL., AUG. 31

Steve Staats went home with the huge Silver Cup today, winning Overall in the DRA Silver Cup Invitational.

Almost 50 riders participated in the four-times-yearly run, all aiming for the Cup, valued at around $500. There were no classifications for the bike size or rider ability.

George Harvey (Hus) carefully planned his run to the smokebomb and it paid off as he got there before anyone else to take the early lead. Howard McCasland (Hus) was running in second before he got out of shape on a sandy hill and crashed.

Staats (Bul) took two kicks to start his bike, then waded through the dust to take second on McCasland's endo. He passed Harvey shortly before the end of the first 13-mile loop.

McCasland worked his way up to third and set out after Harvey, making up a lot of the distance on the first tour of the second loop. Harvey was successfully fending him off when, on the last loop, he over-beserked it up a steep hill, got into some rocks and crashed. McCasland passed him there and went on to take second Overall. Harvey remounted and carried on to take third.

Jim Irby (Yam) rode consistently to take fourth, holding off Ken Bishop (Hus). D.L. McEvoy (Hus), a Novice, worked his way through the pack to follow Dennis Greene (Car) for awhile and then passed him on the last loop to take sixth Overall and another all-important transfer ride. He'll be an Amateur soon. Greene had one of his best showings yet, finishing seventh on the little Carabela behind six Open class machines. Ron Williams (Hon), Gus

Steve Staats gets along with a Bultaco just fine, no matter what his jersey says.

Paull (Hus) and Mark Stoner (Hon) rounded out the top 10.

After the race was over, the Safety Communications Aid Team (S.C.A.T.), whose services we too often take for granted until somebody gets hurt, held a Champagne Poker Run. The run utilized the tight, twisty, nine-mile long second loop, with the winner getting a share of the entry money and a bottle of champagne. Anyone who wanted to participate could, although some of the four-wheeled things had trouble with the tight sections and some fathers got a workout pushing their kid's bikes up the hills. But most everybody had fun and Pat Jones drew a full house to grab the bubbly. ●

Results

TOP TEN: 1. Steve Staats (360 Bul). 2. Howard McCasland (400 Hus). 3. George Harvey III (400 Hus). 4. Jim Irby (360 Yam). 5. Ken Bishop (400 Hus). 6. D.L. McEvoy (400 Hus). 7. Dennis Greene (125 Car). 8. Ron Williams (250 Hon). 9. Gus Paull (400 Hus). 10. Mark Stoner (125 Hon).

DRA not-so-rare desert scrambles

By Dale Brown

CALIFORNIA CITY, CAL., SEPT. 1

Kevin Hasten (CZ) picked up $100 for his dazzling victory against the other Experts and Amateurs in the DRA Rare Desert Scrambles.

Hasten and George Harvey (Hus) reached the smokebomb at approximately the same time, but Hasten took over after that. On that

The hot set up for passing slower riders – bark.

13-mile first loop, Hasten caught his front wheel in a rut and went down. He was up and on his way before anyone caught him. About 10 minutes later he lost his stinger, but that didn't slow him down either.

Coming through the pits on the way to the second loop, Hasten had a comfortable lead over Amateur Gary Davies (Yam). In third was a 250 Expert on a Bultaco, known simply as "Birdie" (That's what he told me his name was and what he'd put on his membership application. So be it.). Harvey came through next, in fourth. Alan May (Hus), Jim Irby (Yam), and Art Knapp (Hus) followed.

Howard McCasland (Hus) moved up on the second loop to challenge May and Knapp and he got past them, only to pull off when the heat got to him. Harvey had been suffering from a cold all weekend and he too had to pull off when he had trouble breathing.

Birdie moved past Davies to take second on the second time around the nine-mile loop. Knapp got past May on the third time around and then got in front of Davies when the latter pitted. Jim Roberts moved steadily through the pack on a 175 Penton to occupy seventh. R.E. Sands (Hus) got past May on the last loop.

Hasten came into the finish with a three-minute lead and a $100 smile. Birdie was in next, with a safe margin over Knapp. Davies came in fourth, ruefully admitting that he'd had to

Kevin Hasten hastened to win the Rare Scrambles part of DRA's Labor Day weekend.

work harder than he expected, but $50 soothes a lot of tired muscles. Sands was in next for second Open Amateur, ahead of May. May was riding a borrowed, Tracy-tuned Husky, which he said he really liked. Roberts completed the list of top finishers.

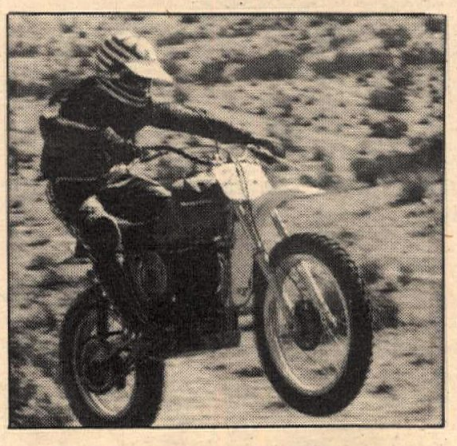
In the Novice event, D.L. McEvoy (Hus) dominated it the way Hasten did and picked up $25 for his efforts. He left the race with an Amateur color bar, so the other Novices can breathe a bit easier now. Dennis Tipton was in second, but still got first 250 on his Elsie.

B. West won the 250/Open Beginner contest on his 250 Bul, with Alan Newell (Hon) following. The tight course really suited the 250s as their riders garnered the first 20 or so positions.

Tony Stuart (100 DKW) was giving away up to 75ccs away in the 0-200 Beginners, but that didn't bother him as he won it going away. Next race, he'll be a Novice as would any other rider who wins Overall against the Beginners. Tom McBride and Allen Larsen, both on 175 Yamahas, were second and third respectively.

Reporter's Notebook: The course used by the DRA for both the Silver Cup and the Rare Desert Scrambles was a tight, twisty affair utilizing a 13-mile first loop and a nine-mile second loop (run two to four times depending on the class racing). The beginning racer could ride it with no particular problem, but like a motocross course, it was tricky at speed. Anyone who earned brass or cash had to work at it . . . For those who have been wondering what a Rare Desert Scrambles is, it was DRA's idea to combine a Hare 'n Hound with a European Scrambles. Two loops were

Howard McCasland took second in the Silver Cup race in spite of falling down.



used and races were divided according to rider classification. ●

Results

OPEN EX: 1. Kevin Hasten (CZ). 2. Art Knapp (CZ).
OPEN AM: 1. Gary Davies (Yam). 2. R.E. Sands (Hus). 3. Alan May (Hus).
OPEN NOV: 1. D.L. McEvoy (Hus). 2. Gerald Round (Hus).
OPEN BEG: 1. Ronald Adolph (Hus). 2. Randall Martin (CZ).
250 EX: 1. "Birdie" (Bul)..
250 NOV: 1. Dennis Tipton (Hon).
200 AM: 1. Jim Roberts (Pen).
200 NOV: 1. Steve Harrison (Hon).
250 BEG: 1. B. West (Bul). 2. Alan Newell (Hon). 3. Scott Sheldon (Yam).
200 BEG: 1. Tony Stuart (DKW). 2. Tom McBride (Yam). 3. Allen Larsen (Yam).
POWDER PUFF: 1. Leslie Klug (Hon).
MINI: 1. Tim Jones (Hon). 2. Kelly Kline (Hon).

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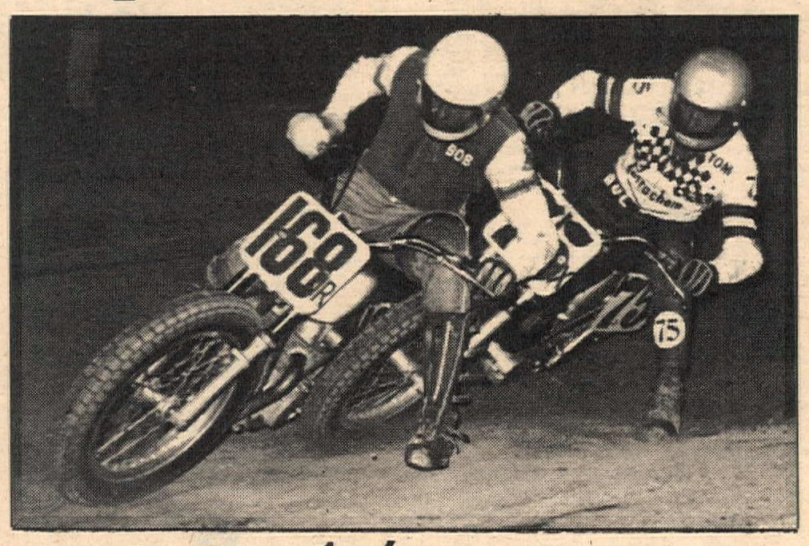

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Cycle News North

PHOTOS BY JAN NEWMAN

Chuck Sun proved versatility and staying power in the rain at Washougal.

Sun shines in mud and rain

By Jan Newman

WASHOUGAL, WASH., AUG. 18

This was the third and final race of the Scrambler series. Troy Folck (Suz) put together three wins in the 100 Intermediate race to become the new owner of a Kawasaki KX 125 donated by Washougal MX Park and J & J Motors for the point leader among the Amateur classes.

When the day started the track was in perfect shape. There was a wind-breaker sized chill in the air but it looked like the sun would burn through eventually. It didn't. Midway through the second 250 Pro race the rains came and turned the track into a skating rink with hills. The big hill was impassable and was cut out for some of the second round. Rain stopped and traction was just getting good again in the third round when the skies opened up again.

Most of the third round was a delight to the spectators who hovered under the huge fir trees to watch the slithering, sliding progress of the riders still remaining. At least a third of them dropped out by the third moto for one reason or another.

Strangely, the Old Timers had the biggest percentage of finishers. All 19 finished the first two motos and 14 finished the third. Dennis McCarty won the first two but couldn't get his bike going for the third. Bill Naylor (CZ) aggravated an old injury and failed to start the final race. Jim Newman (Mai) came from dead last in the second to go with a first moto second and a win for the overall.

Dave Shepherd (250 Int.) learns about flying in instrument weather.

Troy Folk has just won a new KX-125 in the Washougal Scrambler Series, but is seriously preoccupied at the moment.

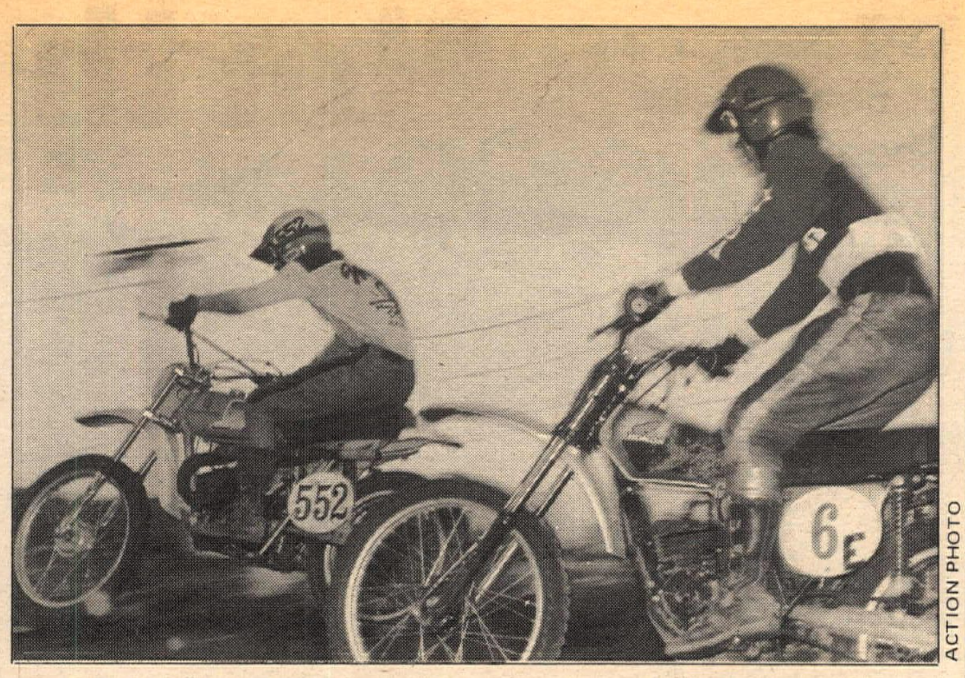
Chuck Sun took all the big money in the 250 and Open Pro races. He not only showed he's not a fair weather racer – he showed he can come from behind. In the first Open race Sun tangled with Montey Mitchell (Mai) on the scratch and they were the last to get going. Kyle Larreau (Hus) had the lead until he dumped it and Matt James (Mai) moved in to lead the pack with his broken front fender flopping all the way to the flag. Sun led all the way in the other two motos.

After winning the first 250 race with a huge lead, Sun dumped it in the second corner on the start of round two. Barney Newman (Mon) parked his front wheel under the Bul's rear fender and they were last going. Chuck really cranked it on and moved into the lead on the third lap!

Rerouting around the big hill caused some confusion. Greg Gainer (Yam) apparently didn't get the word in the final 250 Intermediate race. He was in the lead until he, alone, went up the hill and transferred himself immediately to last by the time he got down. He worked up to third at the finish but John Chamberlain (Mai) took the big hardware home.

The 250 Juniors did ride the hill on the final round – rather thay tried to ride it. Kim Williams (Yam) narrowly missed a cross-country trophy when he sought a new approach to the top. After several unsuccessful stabs at the slimy track, he took off through the rocks and trees looking for the top. He never found it. He said all he found was Mike Sutherland (Hon) hanging onto a tree up there. They finished 12th and 13th for that race but it was Sutherland, Jim Camp (Mai) and Williams for the day. ●

Results in Results Section.



ACTION PHOTO

Danny Turner (552) and Mike Preston (6e) carried their place-swapping duel through both 125 Expert motos at Live Oak.

New D-36 night moto-show at Live Oak

YUBA CITY, CAL., AUG. 17

Danny Turner (Hus) made his motocross debut at the all new Live Oak Raceway a successful one, as he won the 125 Expert class in a hard-fought battle with Mike Preston (Hon). Turner won the first moto but found himself trailing Preston in the second. Numerous times Turner pulled side by side with Preston but could not find the right combination to get around. Turner was declared the winner because the first moto was the longer of the two.

Turner was not so successful in the 250 Expert class, though he finished a solid second behind Kevin Henry, a District 36 blue plate holder for 1974. Henry (Bul) won the class by winning the first moto and placing second behind Charlie Vollenweider (Bul) of Lagunitas in the final moto. Vollenwider's win in the second moto, combined with his fifth place finish in the first moto, was good enough for an overall third. ●

Results in Results Section.

Hylton, Hall win two in Chico

By Rex Backman

CHICO, CAL., AUG. 17

Cliff Hylton and Mike Hall both took home two first place trophies in the night short track races. Hylton's first win came in the 200 Expert Main, as he put his Yamaha in front of the pack at the start of the event and went on unchallenged. Jeff Damon worked up to second after a bad start and Paul Quiring (Bul) was third. Win number two for Cliff came in the 200 Handicap. Tom Cantrell (Bul) led at first but fell back from the leaders as the Experts worked their way up through the pack. After a few laps Hylton was in the lead and riding on for his second win.

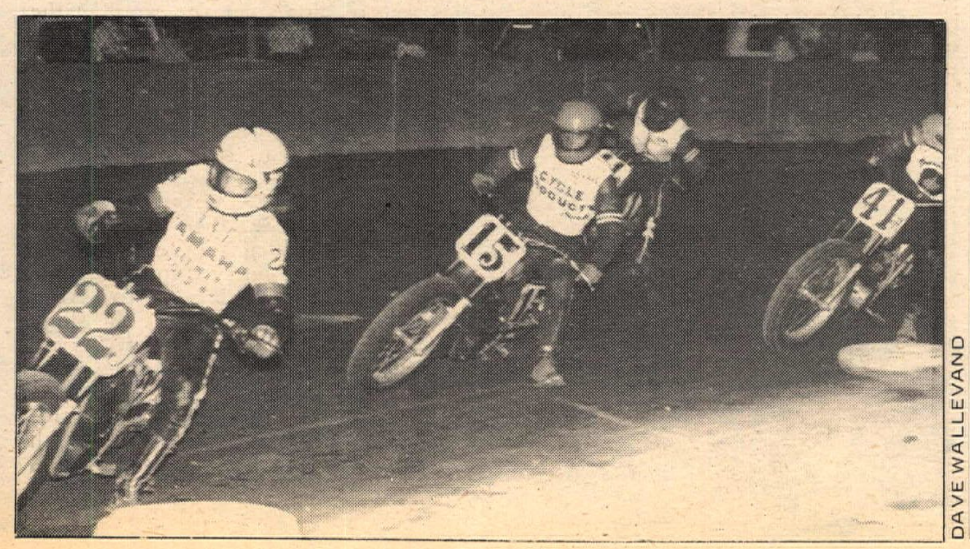
Mike Hall led from start to finish in the 250 Novice Main as he held off a hard-charging Paul Meyer (Cop). With Hall's win tonight he is now three points ahead of Meyer. In the 250 Handicap, Hall again jumped to an early lead with Meyer trailing again in second. Hall continued to lead but Meyer fell back to the pressure of John Gardiner (Yam) and Jim Hubbard (Yam). Hall was out front with a comfortable lead but Shane Scott (Yam) was having it out with Jim Hubbard. Coming out of the last corner it looked like Scott would get Hubbard but the bid for third place failed as Scott had to swerve out of his line to miss Matt Jackson, whose bike had jumped out of gear.

Steve Dietz is hot. Last week he won both 360 events, he took a second at Quincy, and tonight he won the 360 Scratch. Dietz led at the drop of the flag with Lowell Moural and John Grant having their own race for second place. Moural would ride on the inside while Grant would try to get around him on the outside. Dietz went on for the win with Moural holding off Grant for second.

Cliff Adams was the early leader in the 360 Handicap but gave up the lead when he crashed into the fence. Lowell Moural took over with his super quick Yamaha. Kurt Fator was second until he also fell. The Carson City comet, Manuel Crummett (Bul) then took second with Jeff Sierick getting third. ●

Results in Results Section.

The 360 Handicap skims the tires at Cycleland. Winner Lowell Moural (15) is lying second, looking for a hole to scoot through.



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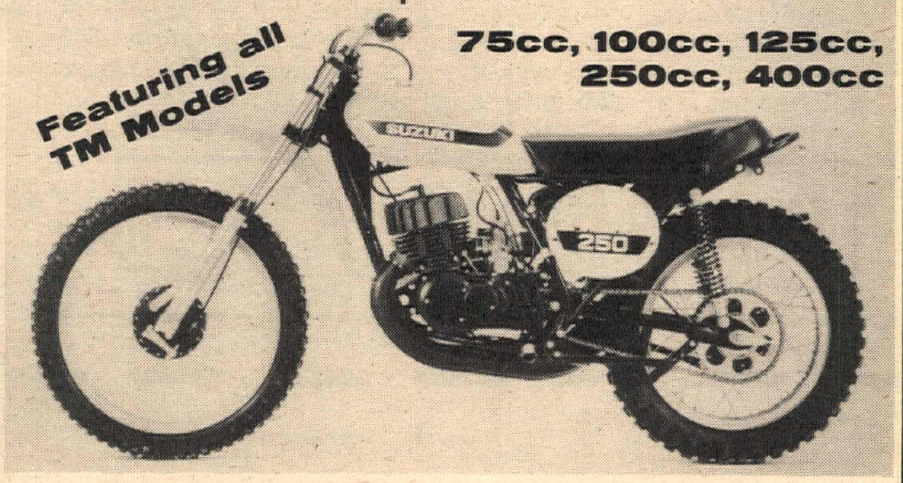

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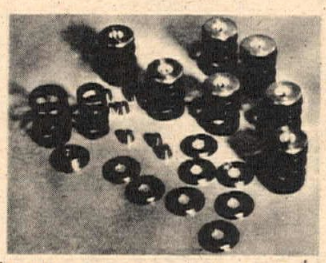

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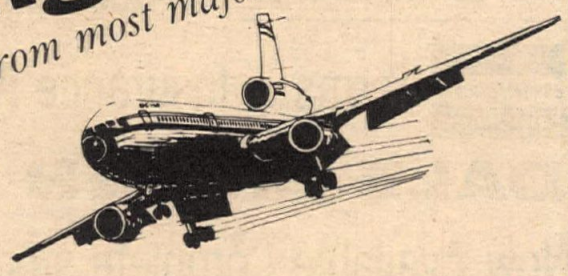

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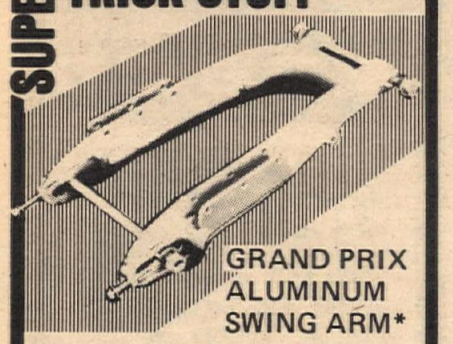

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Late season rush at Benton Lane Short Track

By Shirley Campbell

JUNCTION CITY, ORE., AUG. 17

It was quite an evening of racing. The riders were more than ready and many found out what a second and third row start was. Time is running out in the high points battle with the season of flat track coming to an end.

In the 100 A Main, Bob Skolaski (Yam) took off like a shot and grabbed the lead with John Wincewicz (Hon) and Tom McCullough (Yam) staying within striking distance. Wincewicz made it very uncomfortable for Skolaski but that was all. Skolaski also won the Trophy Dash.

Dick Asa (Kaw) got the start he wanted in the 250 A Main to put him up front. Once he got there he had to hold off the challenge of Lester Huey (Suz) which wasn't that easy. Huey was on his fender all the way but had to settle for second. Charles Standeford was third. Huey won the Trophy Dash.

The final event was the Open A Main. Lester Huey (Suz), coming off the second line, shot through a hole somewhere and was first to the corner. Trailing Huey on the first six laps, Mike Bailey (Yam) pressured all the way and then moved in to challenge Huey and took over the lead. Brad Hurst (CZ) was in the front action all the way but came in third followed by Steve Schoonover and Diane Cox. Hurst won the Trophy Dash.

Results in Results Section.

Beating the end-of-season rush, Mike Bailey slides to an Open A Main win at the Benton Lane oval.

EUGENE REGISTER/PAUL PETERSEN

Reno Park's new TT track a blast!

By Mike Conway

RENO PARK, NV., AUG. 18

Reno Park's new half-mile TT track looks to be a good one. The surface is a cushion and the track is wide with banked corners. The straight ends with a wide sweeper, then a left to the jump. After the jump a short straight leads into a fairly hard right then onto a short straight and another left onto the sweeper and back down the long straight. About 75 riders showed up to try the new track and most everyone found it to their liking.

Jay Gardner had the honor of carting home the first brass with a wire to wire win in the 125 Amateur/Novice Main followed by John DuPrat on a Penton. A lot of riders welcomed the chance to again become Novices, even though they are classed as Juniors in short track.

John Sargeant led the 175/200 riders. A good start and a lot of beans enabled him to steadily open his lead over Lee Roberts who took some soil samples while running second. Roberts' place was taken by Martin Troy on a Bultaco.

Mike Lupold and Montie Martin waged the best battle of the afternoon in the 250 Amateur class. The two riders passed and repassed each other continually for the first three laps. Lupold pulled ahead to stay and Martin fell trying to catch him on the fifth lap. Their heated battle pulled them well ahead of the rest of the pack.

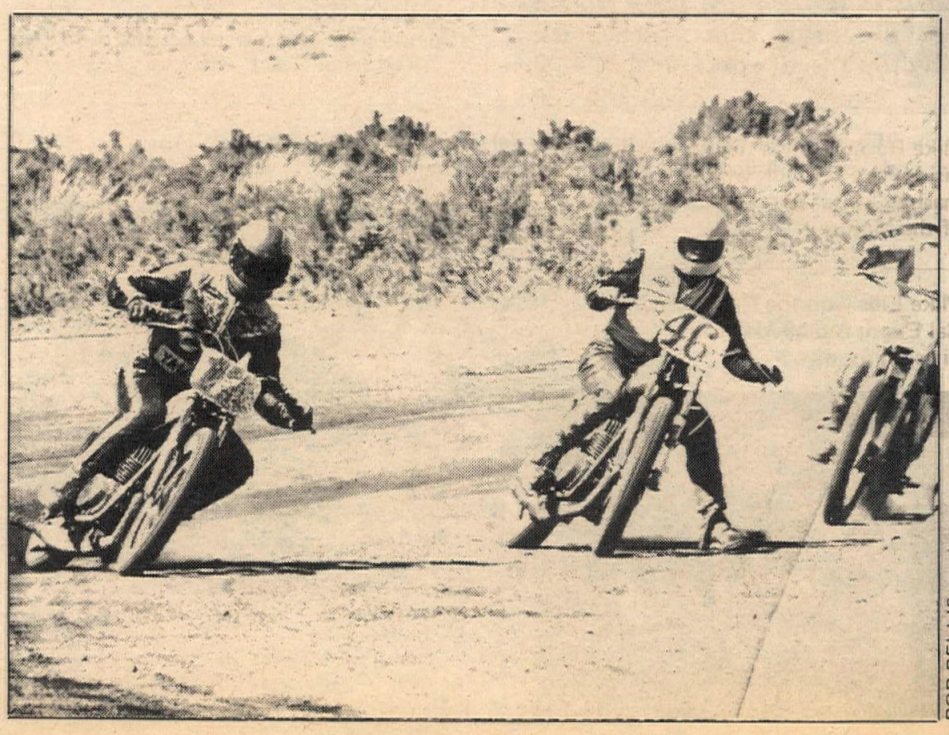
John Munson was pressured the whole 250 Expert Final by Doug Smith who came all the way from June Lake to check out the track. He seemed to like it but not as well as Munson who held onto first.

In the 360-Open Expert Final Charlie Stewart turned a few heads as he slammed his Norton into the first corner ahead of Manuel Crummett and proceeded to open up ground on every lap.

The trophy dashes were held on the half-mile oval. Some of the riders liked this so much that there are a couple of half-miles in the works for the near future. Randy Quick beat Jerry Koffler in the 360-Open Junior Dash and Manuel Crummett took the 360-Open Expert honors.

Results in Results Section.

Mike Lupold (17) tries an end run on Monty Martin (46). Their "scrimmage" lasted most of the 250 Amateur Main at Reno Park's TT.



BOB BELLIS

NorCal Speedway

By Sneaky Pete

Rooney gets a double, and the Bast Brothers come visiting

SACRAMENTO, CAL., AUG. 23

Mike Rooney became the first Northern California rider this year to take home the first place dollars in both main events at Cal Expo. Following Mike across the line in the Scratch Main were Paul Orlandi, Barclay Trehal and Alan Christian.

Starting on the 40, in the Handicap Main, Rooney worked his way through the 10 and 20 yarders, passed Russ Powell on the white flag lap and at the checkered it was Rooney, Powell and Joe Fitzpatrick.

Moving a step closer to the first division, Mike Ellis won tonight's Division Two Main. The second and third spots went to a pair of Reno riders, Greg Rew and Gabe Dick.

After a first corner tangle eliminated John Cunningham, Alan Christian came out to ride in his place against Norman Denny in the Dash-for-Dollars match race. Denny was the winner and now has two straight wins in this two lapper.

In a special "mechanics only" bicycle race, Grover Eckles won this hilarious event ahead of Bill Benck and Chuck Miller. Grover's comment: "That trophy tootsie was enough to make anyone go fast." (Dirty old man..)

NAPA, CAL., AUG. 24

U.S. Champion Mike Bast has been to Napa twice this year and has won the Scratch Main on both trips north. Following Mike across the line were Steve Gresham, Mike Rooney and Alan Christian.

Mark Eckles won his second straight Handicap Main here ahead of Bruce Haserot and Dale Stetler.

After nearly two years of trying, Butch Rovelli won a Division Two Main

GLENN ARTINIAN

Mike Rooney finds the short way inside Paul Orlandi, who is out in the marbles at Cal Expo, and almost out of the picture.

Mike Ellis won the D-2 Main at Cal Expo, is tabbed for first division soon.

GLENN ARTINIAN

The two-three spots went to Mike Ellis and Greg Rew.

Mike and Steve Bast faced John Cunningham and Alan Christian in a North versus South match race. With points being awarded three for first, two for second and one for third, the win went to the Bast Brothers four-two. Alan Christian's second place accounted for the two northern points.

August 31 will be the season finale at Napa with the running of the Wine Cup Championship. Racing will continue at Sacramento until mid-October.

SACRAMENTO, CAL., AUG. 25

In his fourth appearance at a Northern California track this year, Mike Bast won his fourth Scratch event in another of his "first out of the gate, first at the finish" rides. Second went to the Number One rider in Northern California, Alan Christian with Ron McGill and Mike Rooney trailing.

Steve Bast came off the 40, entered turn one in fourth and three laps later was on his way to victory in the Handicap Main. Alan Christian again finished second ahead of Ron Long.

With four riders on the Zero, Bob Bellino led the parade into the first corner and led all five laps to win the Division Two Main.

Norm Denny won his third straight Dash-for-Dollars match race in a real close duel with Mike Rooney. ●

Results in Results Section.

Action over a hot conference table: D-35 Council meets

By AccuReport

VISALIA, CAL., AUG. 18

The first issue brought up at the District 35 council meeting was that of riders suspended in one district going out of district, purchasing new cards and riding out of their own area. An occurrence of this sort led the council to decide: When a rider is suspended in District 35, Districts 36, 37 and 38 will be notified immediately of his suspension. If that rider is then caught riding in AMA sanctioned events in those or any other district his suspension will automatically be doubled. The council will ask the cooperation of the other districts in keeping these suspended riders inactive.

Next on the agenda was an incident at the Tulare Trackmasters' race two weeks prior. Seems a 250 Expert and a 250 Novice were competing on the same bike. When a couple of councilmen noticed it, both riders were disqualified on the spot, which seemed like enough penalty since both were first time offenders. But it was taken to the council. Minimum penalty according to the rule book is 15 days. However, the council agreed on a seven day suspension to commence August 18 and be lifted August 25. Riders in question were Doug Garrison, District 35's Number One rider and Kent Miller, a District 36 Novice.

Hank McCaulley, district commissioner, got the approval of the council (on a less than unanimous vote) to purchase fuel testing equipment for $20 to make fuel checks in case of protest.

If tech inspection is not taken at a District 35 event a fine of $50 will be levied for each offense. If a club refuses to pay the fine, the council will take it to AMA in an effort to get the club's sanctions pulled. The offenses will be reviewed at each council meeting. The motion was passed and is to take effect August 19.

The Big Valley M.C. announced that their double point motocross scheduled for October 13 at the Lemoore Naval Air Station has been cancelled and the November 24 event will become their double point race.

The 19th of October pro riders can hit the Tulare oval for a Professional half-mile. ●

1975 Puch MX

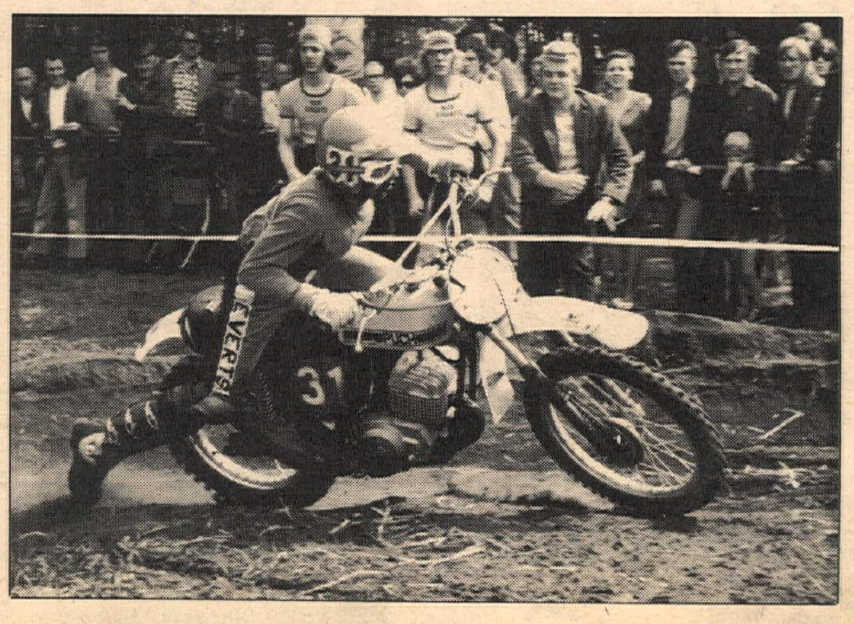
Jeff Wright, who tested prototype models sent over in January of this year, recently picked up his new production model Puch 125 MX. The Puch has a new frame, about two-and-a-half inches lower than last year's model. The seat position is also lower in the frame. The bike comes stock this year with different ports, a 30mm Bing carb, Akront rims, Magura controls, a conical front hub, and a new, stronger, transmission.

Gearing seemed right as it comes (a payoff from prototype testing), with a 13 tooth countershaft sprocket and a 58 tooth rear sprocket. Betors help the front end in the suspension department, with Girlings on the rear.

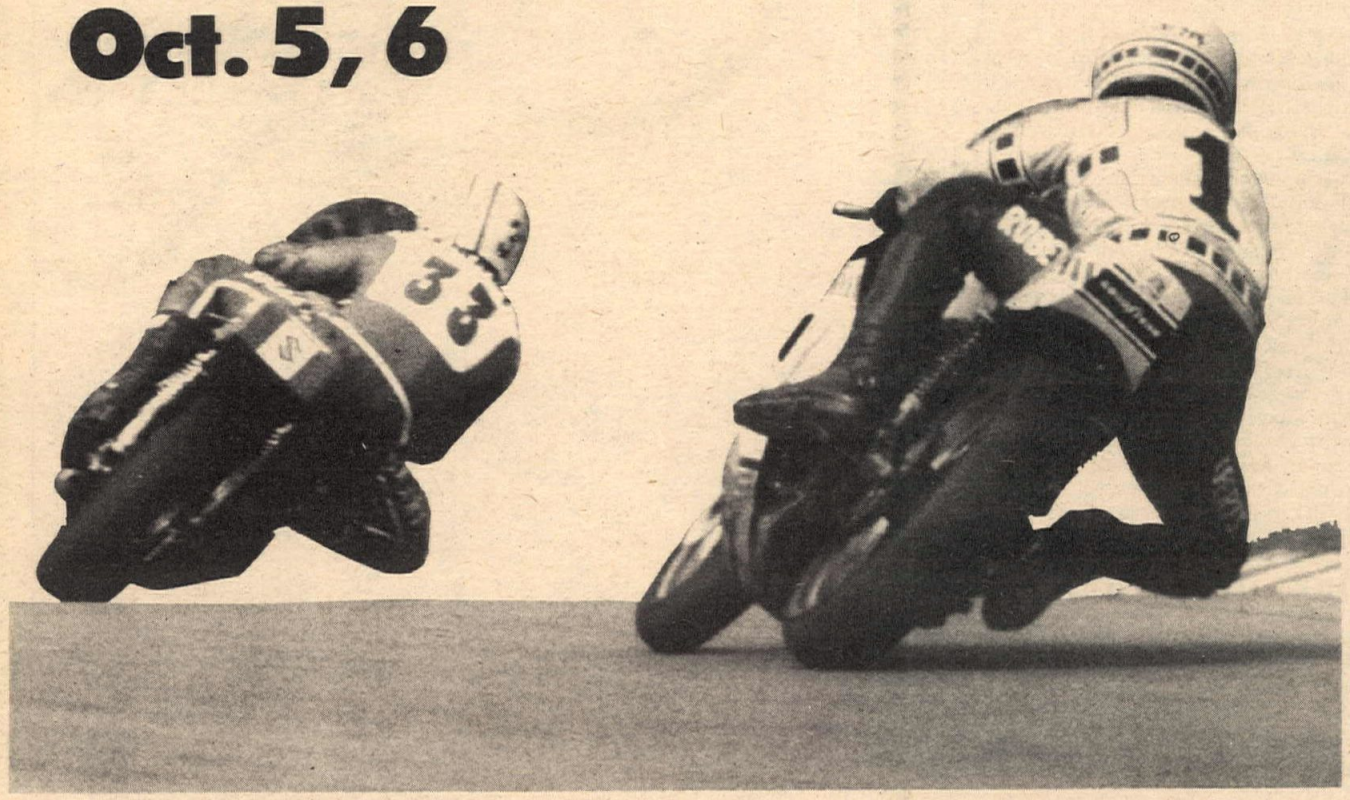
Jeff's comments: "The Puch is a great handling bike. You can do anything with it. The faster you go over stuff the better it handles. You just don't know how fast you can lay into a turn until you try it on the 125 Puch.

Wright got a little loose after a hot day of testing in 100 degree desert heat recently, so he tried a little cliff jumping to cool off. (See photo above.)

The Puch factory (with some urging on from the American distributor) is going all out to build competitive motocross machinery. Harry Everts campaigned a Puch in the 250cc World Championship Motocross series this year and finished as Number Three in the world, behind only Gunnady Moisseiev (KTM) and Jaroslav Falta (CZ). The photo below shows Harry at this year's Dutch GP, riding a Puch and wearing Bultaco plastic boots.



The Champion Spark Plug Motorcycle Classic at Ontario Oct. 5, 6



The Champion Spark Plug Motorcycle Classic

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Practice & Qualifying	Fri.	$ 2
General Admission	Sat.	$ 4
Race Day General Admission		$ 7
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FREE WHEELING

Right to risk revisited

Almost as if the Gnomes of Washington read Chuck Clayton's "Writin' Around" column, the Federal government has re-stated its total rejection of the "Right to Risk" concept. It's all buried in an obscure passage of the *Federal Register* (Vol. 39, No. 71, April 11, 1974, pp. 13156-13157) as part of a statement by the National Highway Traffic Safety Administration on kickbacks to states that enact compulsory seat belt laws. Seat belt laws?

Yes, seat belt laws for car drivers and passengers. What's more to the point, motorcycle helmet laws are cited as part of the justification, which is something helmet law opponents have warned of all along. ("Let them do it to us because you don't ride a motorcycle, and they'll do it to you next.") The helmet law, just like we said, is the wedge for a whole new political shade in America. You will have to decide if America accepts or rejects it.

How far has it gone? The NHTSA statement reads, in part:

"A number of commentors objected . . . on constitutional grounds. They claimed, generally, without presenting any arguments based on case law, that a State safety belt use law would unconstitutionally: (1) limit their freedom of choice; (2) invade their privacy; or (3) limit an asserted right to risk their own life and limb."

The statement goes on to devastate these arguments, point by point. I say "devastate" because, if you play by the government's rules, freedom of choice, privacy, and right to risk simply do not exist as constitutional rights in the body of law in this country, as applied to highway safety. Moreover, helmet laws, and the legal wrangling over helmet laws, are used no less than six times to "prove" this fact.

The other interesting bit in the Federal brief is this bit of homily:

"Another index of the soundness of State safety belt legislation is the number of countries with Western legal traditions that have enacted or are seriously considering such legislation." The list they give includes Great Britain, France, West Germany, Holland, Belgium, Finland, Norway, Sweden, Australia, New Zealand, Israel, and Czechoslovakia. The feds are stretching the definition of "Western legal tradition" a bit far, since most of these countries are socialist welfare states, and one is a Communist dictatorship in which libertarian reform was recently squelched with tanks and artillery.

If your enthusiasm for motorcycling, or any other potentially hazardous lifestyle, exceeds your enthusiasm for the police state, you are between a rock and a hard place. The government is telling you in black and white that you have used up all legal means of recourse, that your rights no longer exist, that you must choose, once and for all, to knuckle under or revolt.

So much for the right to risk, if you play by the government's rules. That's sad, because a sizeable number of us *do* believe in that right, and time is running out for effective compromise. The only hope now is to change the rules, and our own history says that it is not only possible, but a part of our national character to be able to do so.

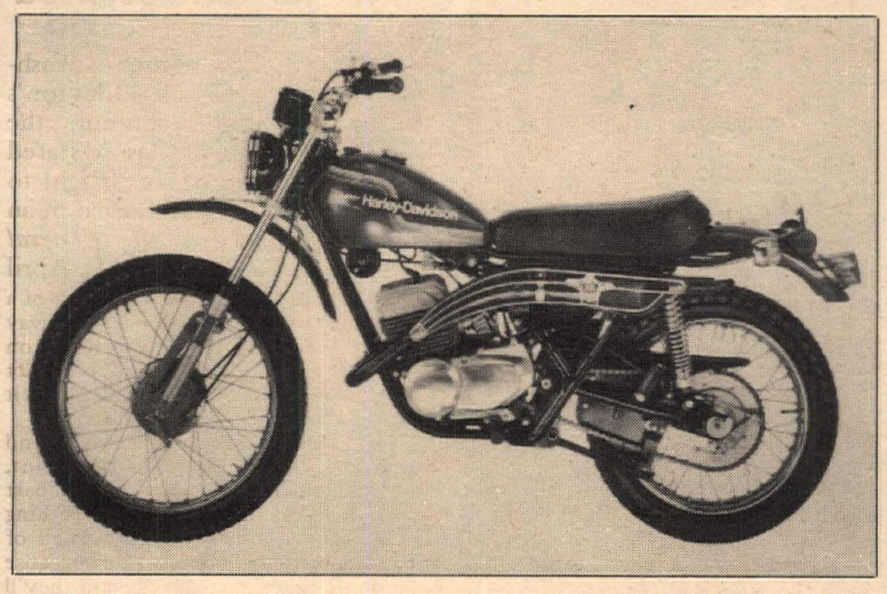
The framers of the Declaration of Independence asserted that human beings have certain individual rights, flying in the face of all legal convention that existed at that time. They went so far as to shed blood to back up that assertion, not because they approved of

bloodshed but because the legal system backed them into a corner from which violence was the only out.

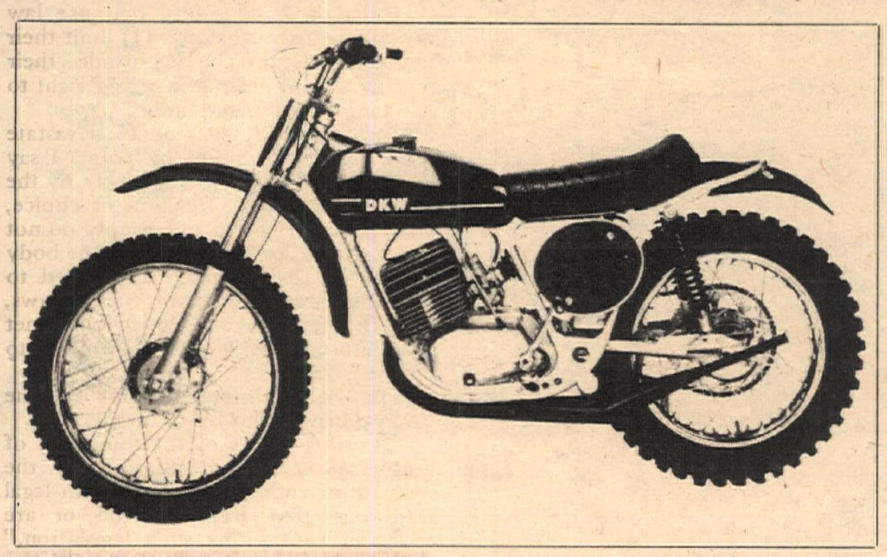
Two hundred years later, the federal bureaucracy is backing large groups of people into the same corner, and cyclers are only one such group. Before our respect for the law dissolves, we have one semi-legal alternative left. It is basically the same one exercised by the founders of our country. That is for us to assemble in convention with others who believe as we do, assert what we believe to be our rights in a simple, powerful statement, then cross our fingers and be ready to defend what we believe.

If we do not have the courage to perform this one simple and honorable act, our future lies either in the screaming headlines or in the *Federal Register*. Read 'em and weep.

Lane Campbell



My goodness! This certainly is an unusual looking hawg. The new 1975 Harley-Davidson SX 250 two-stroke with oil injection features a five speed trans, a chrome-bore aluminum cylinder, a USDA approved spark arrestor, an oil reservoir in the frame, labyrinth seal brake hubs, a flip up seat, and a quick-release ISDT type rear wheel. A motocross version is in the works.



When's the last time you saw a DKW like this one? This new plastic fendered, newly framed, lighter, quicker, bigger carb equipped, D series engined 125 motocrosser is already floating around Europe. Look for a similar bike in the U.S. around December 1974. (Photo courtesy of Motociclismo Magazine)

U.S. ISDT entries cut

WESTERVILLE, OHIO

The 49th International Six Days Trial organizers from the Italian federation have denied an AMA request for 37 starting positions for the 49th ISDT, scheduled for September 9-14 at Camerino, Italy.

America will be limited to 28 entries. Consequently, the Silver Vase "B" team and the Penton "D" team for manufacturers' competition were dropped from the American ISDT field.

Supplemental regulations give the organizers of the ISDT the prerogative to apportion entries in order to keep the total entry under 300.

U.S. team assignments for the 49th ISDT

Name/Hometown	Machine
WORLD TROPHY TEAM	
Jack Penton, Lorain, Ohio	400 Pen
Carl Cranke, Sacramento, CA.	350 Pen
Joe Barker, Lorain, Ohio	175 Pen
Tom Penton, Lorain, Ohio	175 Pen
Paul Danik, Valencia, PA.	125 Pen
Dane Leimbach, Lorain, Ohio	100 Pen
SILVER VASE "A" TEAM	
Malcolm Smith, Riverside, CA.	360 Hus
Dave Eames, Dalton, Mass.	504 Hus
Dick Burleson, Lorain, Ohio	350 Hus
Ed Schmidt, St. Louis, MO.	504 Hus
CLUB TEAMS	
SILVER LAKE ENDURO RIDERS MC	
Bill Uhl, Boise, Idaho	175 C-A
Ben Bower, Mt. View, Calif.	400 Lin
Ron Bohn, Pittsburgh, PA.	250 Hus
CONNECTICUT RAMBLERS MC	
John Sitton, Carlton, Ore.	175 Hus
Rod Bush, Parkersburg, W.VA.	125 Pen
Ron LaMastus, Bargersville, IN.	175 Pen
EL CAJON MC	
Doug Wilford, Amherst, Ohio	175 Puc
Dan Young, Bowling Green, KY.	175 Pen
Lars Larsson, San Diego, CA.	357 Pen
MAYWOOD MUSTANGS MC	
Bob Ismalof, Hempstead. N.Y.	250 Pen
Ken Maahs, McMinnville, OR.	400 Hus
Jim Hollander, Hamden, CO.	360 Rok
MANUFACTURER TEAMS	
PENTON "A" TEAM	
Carl Cranke	
Joe Barker	
Jack Penton	
PENTON "B" TEAM	
Tom Penton	
Paul Danik	
Dane Leimbach	
PENTON "C" TEAM	
Don Stover, Lodi, CA.	250 Pen
Eric Jensen, Eagle Rock, CA.	250 Pen
Mark Adent, Calabasas, CA.	250 Pen
YANKEE MOTORS	
Chas. Vancent, Windsor Locks, CO.	250 Oss
Don Cutler, Putnam, CO.	250 Oss
Dave Latham, Harvard, Mass.	250 Oss

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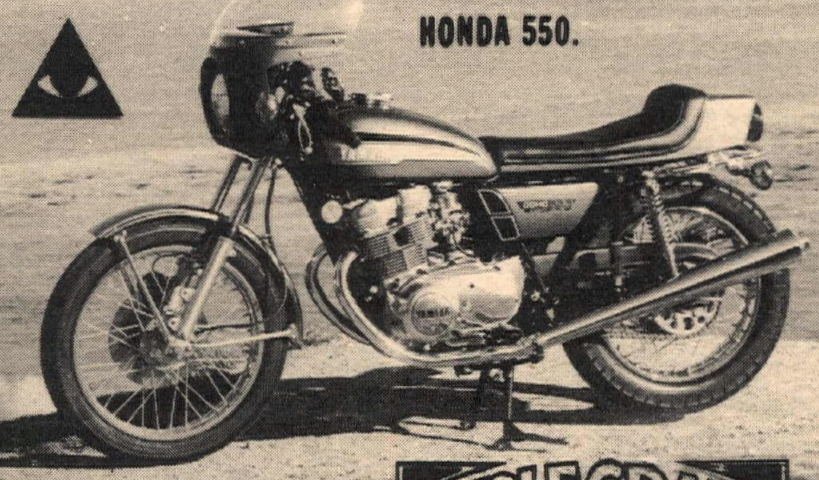

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SPEEDWAY WEEK

Slide, crash and slide from Bakersfield to Costa Mesa (and points of interest between)

By Dennis Greene

Ventura, California
Tuesday, August 27, 1974

At Ventura, several riders newly moved from Division Two up into Division One and have won their first Handicap Mains as top division riders. Mike Muntean, Bill Manly, Phil Moon, Bob Schwartz, Bob Roos, Nelson Forita have done it in the past, and the newest rider to put his name in that record book is desert ace Jim Fishback.

Jim beat Muntean, Schwartz, current California State and United States Speedway Champion Mike Bast, Mike Curoso and Mike Konle for a great ride.

Vandals had attacked the track over the weekend, flooding the track with water, cutting down the starting gates, and other little tricks. But by the time the first race came to the starting line, the last ribbon was replaced in time for a fine night of racing.

Showdown brewing? Mike Bast leads Rick Woods in a Costa Mesa Match Race that was restarted after the two tangled in the first turn. Look for more of this as the Championship Final draws closer.

Bakersfield, California
Wednesday, August 28, 1974

With 10 of 16 available spots already filled for the September 11 California State Speedway Championship (determined by total season points earned at Bakersfield), there were still six spots to be earned in tonight's qualifying round.

Larry Shaw was the top man in this Qualifying round, taking 14 points to move into the eleventh spot for the title spot. Four riders tied at 10 points, filling the next four spots.

The final spot, number 16, went to Bruce Penhall with nine points. Five riders raced it out for the two reserve spots with Mark Cherf and Norm Denny earning the rides.

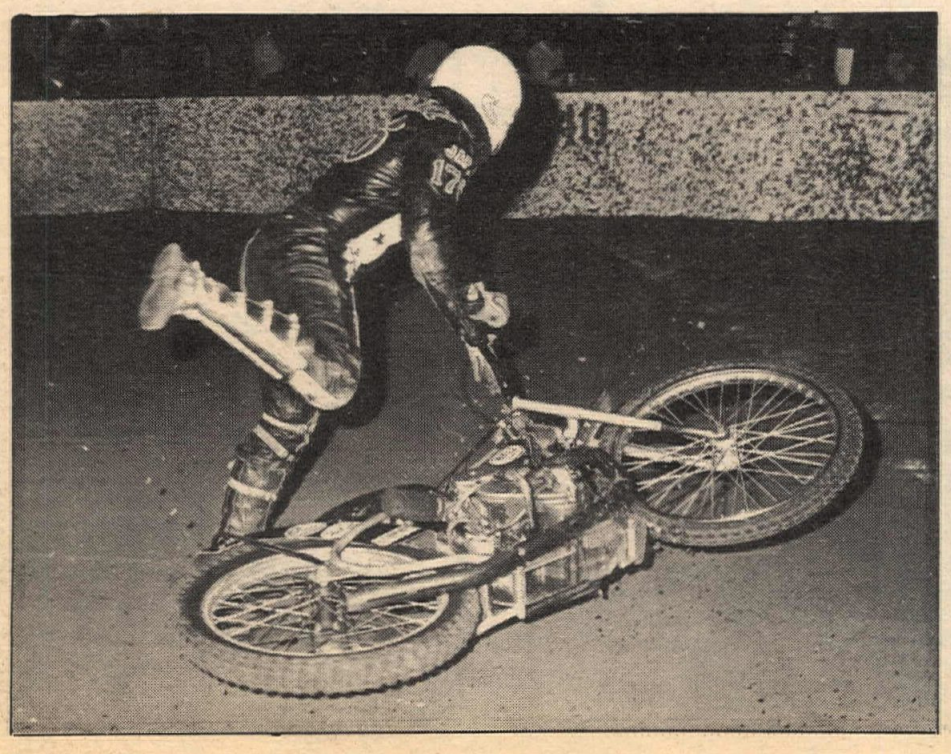
PHOTOS BY DENNIS GREENE

How close can you get? Larry Moon leads Guy Waterson in Handicap Heat action and Lar

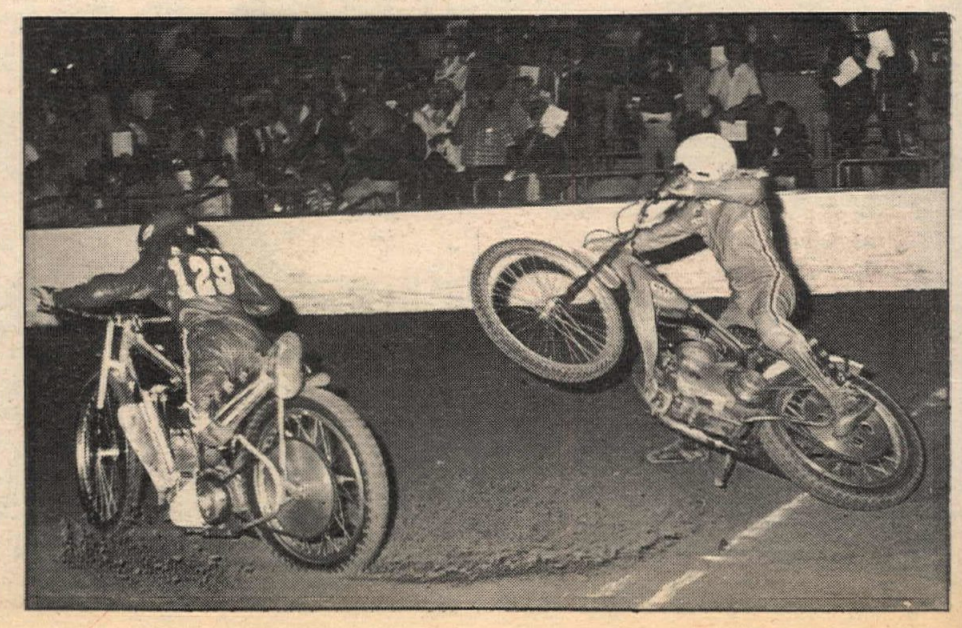
Irwindale, California
Thursday, August 29, 1974

Two months ago Bruce Penhall was involved in a minor crash and came out of it with a broken foot. This past

Ronald Ramirez does the look-around-one-step-reverse-getoff ballet.



Dave Sims tells Brad Newell "If you don't get out of my way, I'll throw my bike at you!"



ot his leg in a very bad place at the moment.

Thursday night Bruce returned to Irwindale, the scene of his crash, just to show everyone that he had healed up. He proved it in a big way as he won the Handicap Main, staying just inches ahead of the Bast Brothers for the full five laps.

Earlier in the night Rick Smit lost control in turn one, hitting the crash wall half way around the track with such impact that the cement holding the 4x4 was cracked, the 4x4 itself was split, and th 2x6 top board was splintered. Unfortunately Rick's leg was in between the bike and the wall when he hit. He was hospitalized with a broken leg.

Mike Bast, denied the win in the Handicap Main, made up for it by winning the Scratch Main Event.

Costa Mesa, California
Friday, August 30, 1974

Tonight was Mike Bast Appreciation Night, with Mike giving all his night's cash winnings to the Children's Hospital of Orange County. Mike battled his way into both Main events, taking second to Larry Shaw in the Handicap Main. Bast has been outstanding all year in Scratch racing, but had to settle for fourth in the Scratch Main after being pushed to the crash wall on the front straight by Dan Becker. Dan lost time in the tangle as well, letting Rick Woods pull away for the win.

Bast also was pushed down earlier in the night by Woods in the Match race when both riders hit turn one together. Mike had a slight lead and the "right-of-way" but Rick tried to get a wheel in. Down went Mike, cutting his knee and twisting his fingers. The event was restarted and Bast won it.

The Mike Bast Appreciation Night was not designed to honor Mike, but to honor the fans. "The fans here at Costa Mesa mean a lot to me," explained Mike. "The Orange County fans are super and I'm donating my entire purse tonight to the Children's Hospital of Orange County as a 'Thank you' to the people of Orange County." Thank you, Mike. ●

A classic pair: Bill Cody outside, Steve Bast slipping it in underneath.

PHOTOS BY DALE BROWN

Hal Strauss (69) and Will Harper (2R) spent much of their time in the 250 class just like this. They call it dicing.

DeWayne Jones smokes CRC moonlight special

By Dale Brown

VALENCIA, CAL., AUG. 27

While not too many Pro riders showed for CRC's usual Tuesday night motocross tonight, the ones who took home cash earned it.

In the 125 Expert battle, it was strictly between DeWayne Jones (C-A) and Rob Rollins (Bul). Jones grabbed the early lead in moto one and tried to stretch it out, riding in the best Jaroslav Falta School of Basic Berserking tradition. Jones held the edge in horsepower, but riding on the ragged edge allowed Rollins to stay close and pass Jones shortly before the white flag.

The second moto was all DeWayne's. He exited corners in a straight line and kept Rollins behind him from flag to flag.

With the score tied between the two, moto three was serious business. Jones was so far ahead by the first turn that, if he wanted to, he could have spun a double doughnut and kept the lead at the same time. The berserk style was replaced by a smooth, controlled, speedy blur that pulled away from Rollins throughout.

In the 250 Expert/Intermediate-Open Expert round, Hal Strauss (Mai) and Will Harper (CZ) were out in front and contesting the 250 class cash. Strauss held the lead while Harper tried every passing trick in the book, plus two more. Nothing worked and Strauss was ahead all the way. In third was a swift Intermediate, Larry Bird (Kaw). Joe Root (Bul) held off the ever-challenging Randy Berkeley (Mai) for fourth and first Open Expert.

Moto two was a repeat except for Bird's crashing while in third and later while trying to catch up. One benefit of small classes, a poor finish in one moto doesn't hurt too much.

At this point the battle for points had been decided. Only four riders showed for the third moto. Bird took the early lead while Strauss was setting up to zap him. He did to make it three for three.

Strauss was the 250 Expert winner natch, ahead of Harper. Bird took the 250 Intermediate trophy (the way he's going, it won't be too long before he'll be going for cash). Root was the Open Expert winner.

Jim Holley won the Mini Advanced class on a Honda XR-75. He then came back in the next event to place Third Overall among the first division of 125 Beginners. On the same bike. ●

Results

MINI BEG: 1. Scott Grose (Yam). 2. Bobby Gauvin (Yam).
MINI NOV: 1. Steve Allensworth (Hon). 2. Craig Manchester (Hon). 3. Jimmy Crowder (Hon).
MINI ADV: 1. Jim Holley (Hon). 2. Jim Cote (Hon).
POWDERPUFF: 1. Lorie Viens (Pen).
100 BEG: 1. Craig Speir (Suz). 2. Lynn Shoup (Pen). 3. Spence Grafft, Jr. (Yam).
100 NOV: 1. Bruce Berger (Ric). 2. Randy Schwalenberg (Hon). 2. Karl Allen (Suz).
125 BEG DIV I: 1. Greg Martinez (Hon). 2. Robert Hanover (Hon). 3. Jim Holley (Hon).
125 BEG DIV II: 1. Craig Street (Hon). 2. Randy Wisegawer (Mnk). 3. Randy Morris (Yam).
125 NOV: 1. Kevin Berger (Hon). 2. Kelly Dugan (Hon). 3. Scott Faulkner (Hon).
125 INT: 1. Brian Brown (Hon). 2. Mark Hendrix (Pen). 3. Aldon Colby (Hon).
125 EX: 1. DeWayne Jones (C-A). 2. Rob Rollins (Bul).
250 BEG: 1. Val Hickey. 2. Michael Escarceya (CZ). 3. Wes G. Pledger (Oss).
250 NOV: 1. Andy Jannings (Hon). 2. George Yates (Hon). 3. Paul Levinson (Bul).
OPEN BEG: 1. Dudley Duncan (Hus). 2. Bob Miller (Yam).
OPEN NOV: 1. Bob Schnook (Mai).
250 EX: 1. Hal Strauss (Mai). 2. Will Harper (CZ).
250 INT: 1. Larry Bird (Kaw).
OPEN EX: 1. Joe Root (Bul).

DeWayne Jones (19) just plain beat Rob Rollins (24) to win CRC's 125 Expert class August 27.

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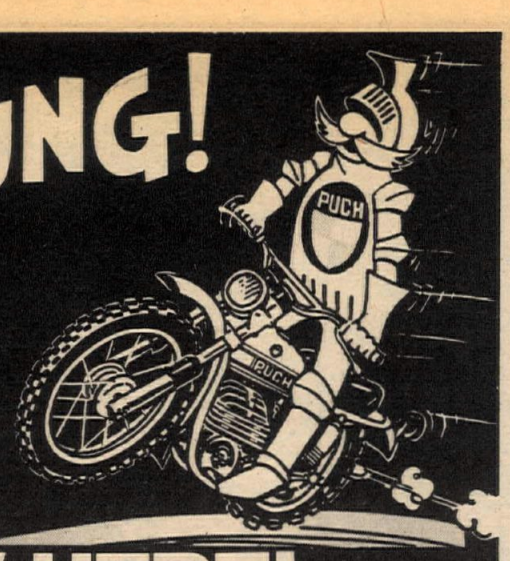

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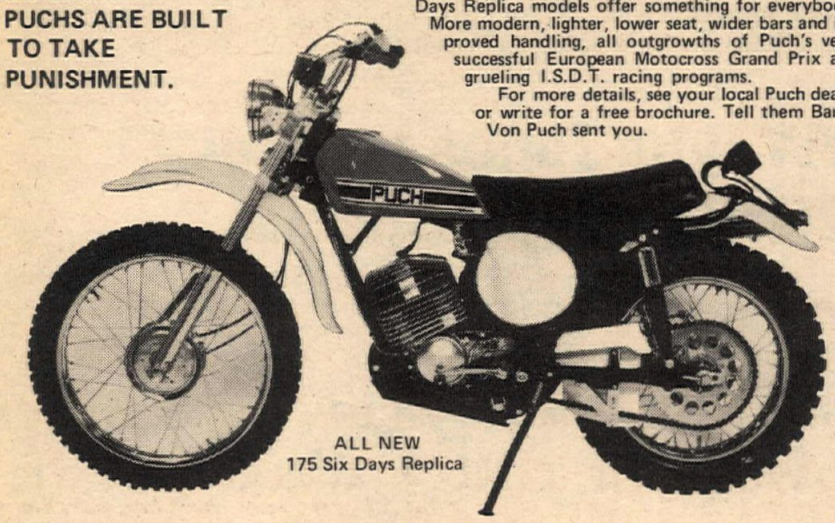

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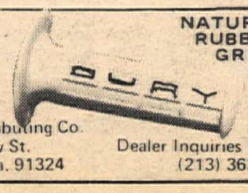

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Tight action? Tim Lunde moves on the inside of Tag Turner to make the pass at Irwindale.

Bell wins Irwindale again

By Alan Shepherd

IRWINDALE, CAL., AUG. 23

More than 2000 fans watched Mike Bell (Hon) wick it on for another overall Irwindale triumph, his eighth in-a-row at this track.

Not two but five riders were in the thick of it all the way down to the final lap of the third moto, perhaps the most action filled 15 laps of racing anywhere.

Bell thundered through the pack in the first round with Tim Lunde (Kaw) closing in only to have problems and slip back to fourth. Don Bongiorno (Hon) got second with Tag Turner (Hon) snatching third.

Then Bongiorno went to work, winning the second moto while Bell slid back to third with Lunde hopping up to second. That put Bongiorno in the points lead for the final moto, but Bell, this time with a better start, was third off the line and soon took over the lead. Here came Lunde again with Bongiorno third and each really putting on the dicing show.

With the final round win, Bell got the Overall, his 15th in the past 16 night meetings. That's some kind of showing.

Jim West (Hus) made the trip back to Irwindale after his recent stint back East and picked up right were he left off three months ago by winning the 250cc Pros by one point over Jeff Jennings (Hon). They were tied into the final with a victory apiece and while Chuck Lunde (Mon) was winning the third leg, West was besting Jennings' attacks for second. It's been a long and rather dry spell for Lunde and his works Montesa, and he was quite happy with the third round race, even if it did only mean a third Overall.

A familiar sight this summer: Mike Bell picking up the win at Irwindale.

For the second week in a row, Luke Messer (Mai) ran away with the 500cc Pros, although this week he won only one race. In the second and third event, Jim West provided the competition, but his first race 11th had spoiled his overall bid. Jeff Vidic (Mai) also gave some hard foe-manship, winning the third clash, but he too had troubles in race Number One, taking a 10th. Rick Carrisos (Mai) watched consistency pay off with second Overall as he totalled 12 points in his three outings. Messer had six. •

Indian Dunes sideways

By John Grout

VALENCIA, CAL., AUG. 24

Following a first corner tangle between Rick Smith and Bobby "Jockey" Schwartz, the riders in tonight's SRA Handicap Main event at Indian Dunes Park had to return to the starting barrier for a restart. And though both of the downed racers made it back to the line, neither of them was able to repeat victories of previous programs.

Smith discovered his machinery was not operating properly, and Schwartz again crashed.

So, with the field reduced to just four contestants, Tom Sawyer, who is currently leading the Indian Dunes point standings, slid to still another triumph while defeating Randy Marsh, Gary Miller and Steve Hein. Miller, who was down from Sacramento for the second week in a row, keeps on improving each race. •

Results in Results Section.

Snakes and "sprains" at Lake Mary Trials

By Gary LaPlante

LAKE MARY, ARIZ., AUG. 11

The first C.A.T. (Central Arizona Trials) points trials of the '74-'75 season, dubbed the Lake Mary Trials, was held in the cool pines south of Flagstaff, Arizona. The cool temperatures in the pines came as a welcome relief from the 110 degree to 115 degree heat recorded "down" in Phoenix.

Every trials has a man that does most of the work, better known as a Trialsmaster. This time it was Arizona Expert Eric Eppard. Eric's known for his unorthodox riding style and beliefs on how sections should be set up. Nevertheless "Bonzi" Eppard put together an event to be proud of.

Many spectators turned out to see Arizona's finest trailers battle it out. The course was very short to allow the spectators to watch all 10 sections.

Just before the trial, Southern California Suzuki star Jeff Koskie "sprained" his ankle practicing. Jeff rode the trial finishing second Master. Later he found out the ankle was really broken. Later a large number of rattlesnakes were uncovered in Section nine. The critters were disposed of and the day's events got underway.

Master winner was Gary LaPlante losing 28 points. Second was Jeff Koskie with 36 points.

Arizona's answer to Bernie Schreiber is Randy Clark Yamin' his way to the top Expert position with a loss of 58 points. •

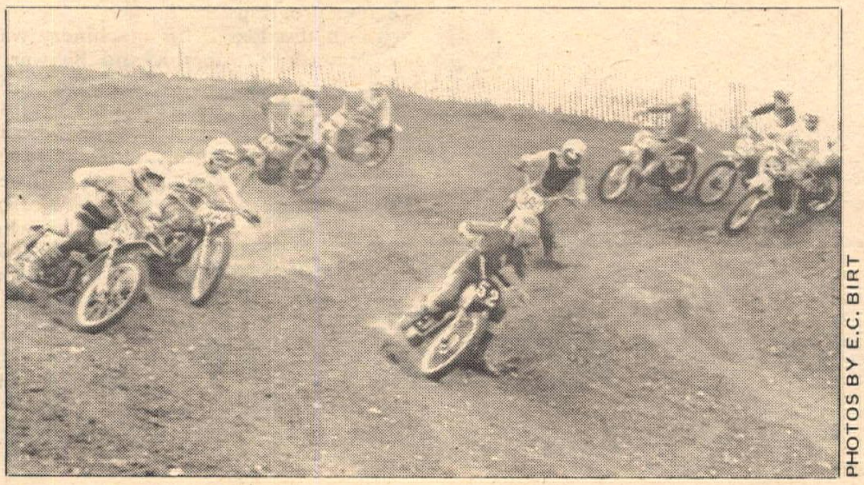
Yamaha wins first Baja race

By M. F. Dryden

SANTO TOMAS, BC, MEX., AUG. 24

Peter Colbert and Steve Holladay teamed up on a Yamaha 360 to win the Baja Racing Association's

The NMA minicycle championships were held at Saddleback Park August 25 with 600 racers. Some of the races looked a little different, er, smaller somehow, while some looked just like racing every Sunday.



PHOTOS BY E.C. BIRT

1974 Baja 300 by a margin of 22 seconds over the second place team of John Watkins and Todd Martella (Hus).

Five laps were run on the 57 mile course, which started on the main Baja highway 30 miles south of Ensenada, headed towards the ocean, then up a winding rocky trail over the mountains, and down onto the beach at Punta Cabras. Miles of powdery rock-strewn hills, WFO roads, and tight rock canyons led downhill into Santo Tomas and the pits.

Pre-race favorites Steve Sterner and Danny Robinson (Hus), who finished second overall at the S.C.O.R.E. race last month, drew the first starting position and led in elapsed time after the first lap by one minute over Colbert and Holladay with Watkins and Martella two minutes further back in elapsed time.

One lap later Colbert and Holladay were tied for first with Sterner and Robinson, while Watkins and Martella were still three minutes behind.

Watkins and Martella grabbed the lead on the third lap when the Colbert and Holladay bike had carb problems which had to be repaired. Steve Sterner crashed hard in the rocks 25 miles out, (and was still in a coma at Bay General Hospital in Chula Vista, California as of August 28, 1974).

Lap four saw the positions the same, but the Colbert/Holladay machine was within four minutes of regaining the lead, and still had 57 miles to do it in. Watkins had returned to the pits to fix a flat, and Holladay had come in with a collapsed rear wheel.

The final lap in the true mileage 285 mile race saw Colbert and Holladay spending 14 minutes in the pits making repairs. Yet, an hour and 24 minutes later, when the first bike appeared over the crest of a hill one minute from the finish, the race was again very close in both elapsed time and physical racing. It was the third place team bike of Padilla and Barber (Hus) dicing with the Colbert/Holladay Yamaha for the lead, even though down in elapsed time. In a frantic attempt to regain the physical and elapsed time lead, the Watkins and Martella Husky dove straight off a treacherous downhill shortcut (legal but scary), didn't crash, but still came up short. Drama was added to the finish by the knowledge that Watkins and Martella had lost their rear brake halfway around the last lap, and Colbert and Holladay ran out of gas, quickly scrounging some to get going again.

Some race! ●

Winners Pete Colbert and Steve Holladay grin it up with Pete's son and a representative of their sponsor, Bike Jazz.

FLICKS PIX

Results

1. Colbert and Holladay (Yam). 2. Watkins and Martella (Hus). 3. Padilla and Barber (Hus). 4. Trani and Mills (Hus).

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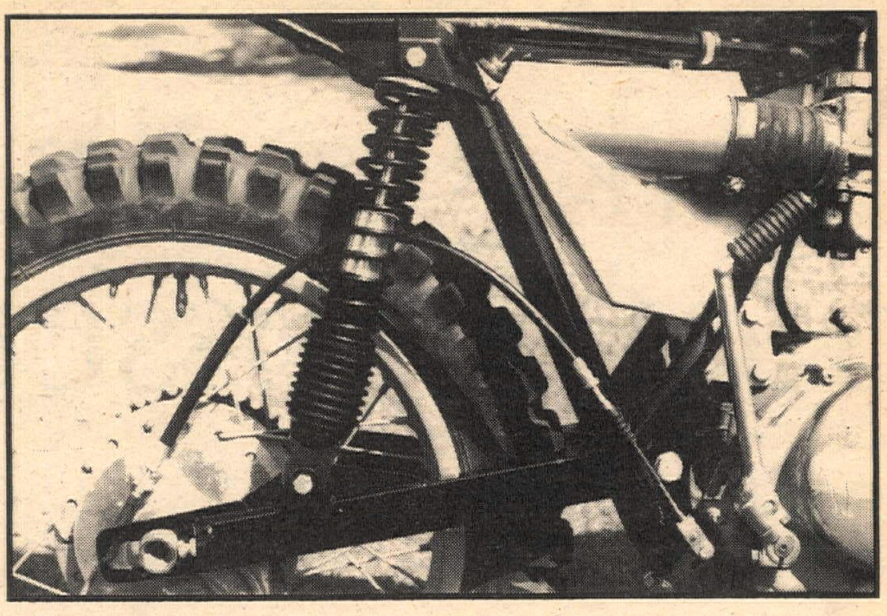

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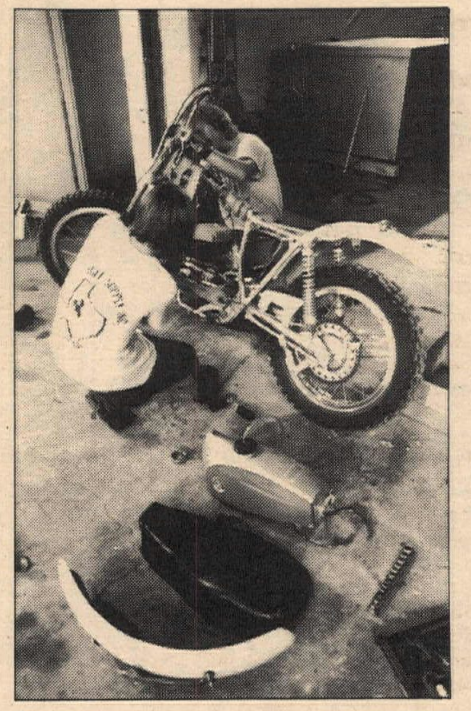
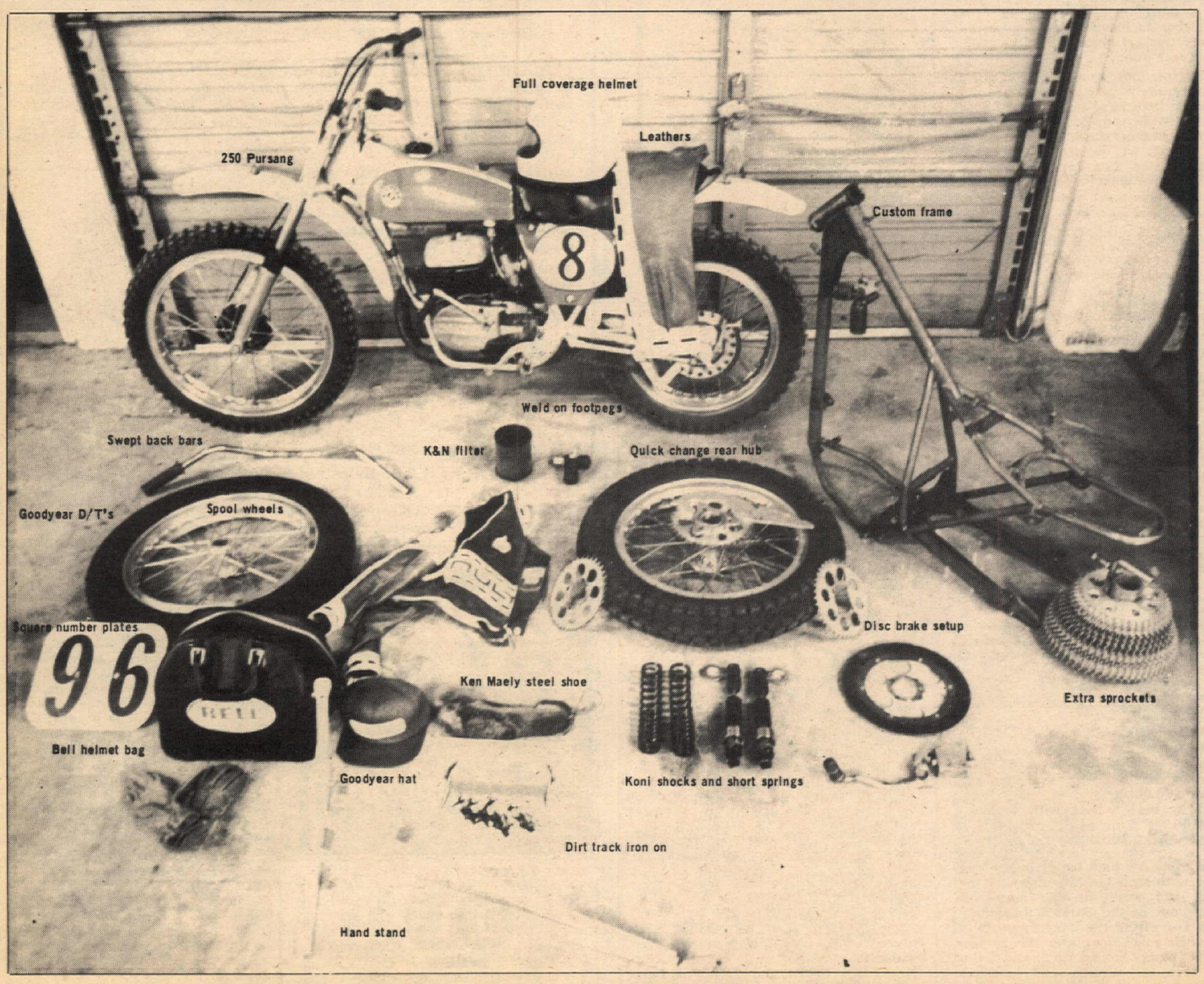
Tired of MX?

Make your motocrosser into a short tracker



This is what it will take to make the changeover from berm smacking to tail out skidding. The bike won the first pro short track it was entered in.



By Larry Barnes

The old motocross bug got you down? You've been racing three years and all you've got to show for it is a broken collarbone, wasted knees and a fourth place trophy from Barnhill Memorial MX Park. But there's still something inside you that refuses to let you blow off racing. It's the thing that got you started in the first place . . . the thrill of competing against your fellow man astride a fire breathing demon machine. The double incentive of striving for superiority in both physical skill and mechanical know how.

Maybe you ought to try a different form of motorcycle racing. There are a dozen other ways to get the same ego trip you got from motocrossing. They range from observed trials, enduros and cross country to short track, TT and half mile. Then all the way to the sophistication of road racing. Now there's just got to be a niche in there for all of you if you've decided MX ain't your bag.

I like to road race when I can afford it and motocross when some pent up frustrations need to be vented. But I get the most satisfaction getting sideways on a short track. Most of all when handlebar to handlebar with a friend. (Short trackers always seem to get to know each other.)

So before motocross burns you out of racing entirely, give short track some thought. Depending on a lot of things, maybe you can convert your MX machine to short track. With the help of TC Racing, we decided to convert a 1972 Bultaco 250 Pursang and keep track of what must be done, what could be done, how much it costs to make a competitive change-over.

First, here's a list of "must" parts and their approximate cost:

1. 19 inch front wheel assembly, $65.00
2. handlebars $8.00
3. front and rear tires $30.00
4. leathers $200.00
5. steel shoe $30.00

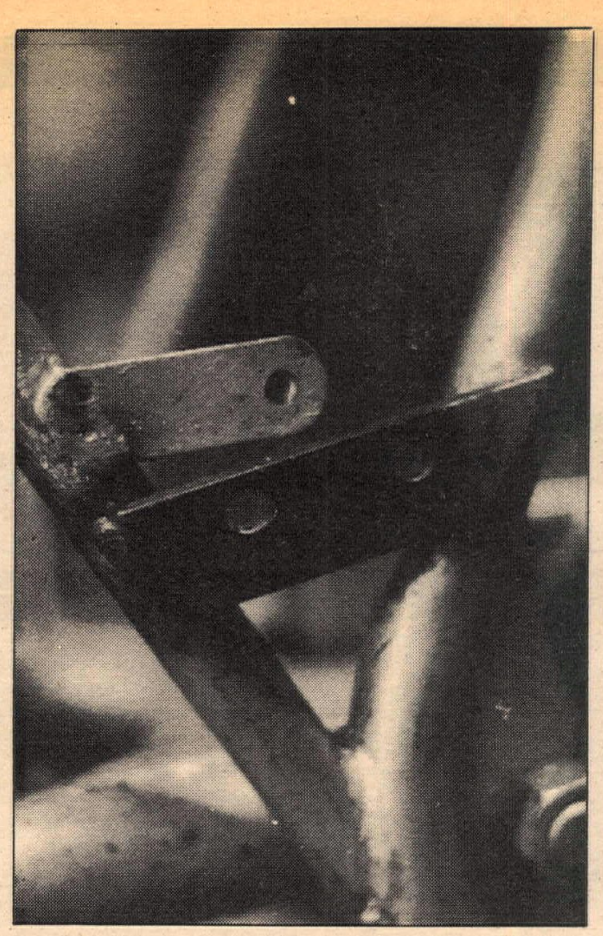
To these you will probably add some of the following, depending on your seriousness and wallet:

1. square number plates $1.50 each or $4.95 per set
2. rear disc setup $68.00
3. foam sock air cleaner $5.00-$7.00
4. 11.9 inch Koni shocks $59.95
5. full coverage helmet $59.95
6. spare sprockets $12.00
7. trick frame $4.50
8. oversize Mikuni carb $46.00
9. short track high rpm tuned pipe, $60.00

Now before you get freaked out on the cost of converting, consider this list of items you will be removing from your MX bike that can be sold or traded, with approximate values:

1. 21 inch front wheel assembly, $100.00
2. MX handlebars $8.00
3. MX footpegs $4.00
4. front fender with bracket $15.00
5. stock air box with side number plates $50.00
6. MX rear wheel with brakes, $100.00
7. rear shocks $40.00

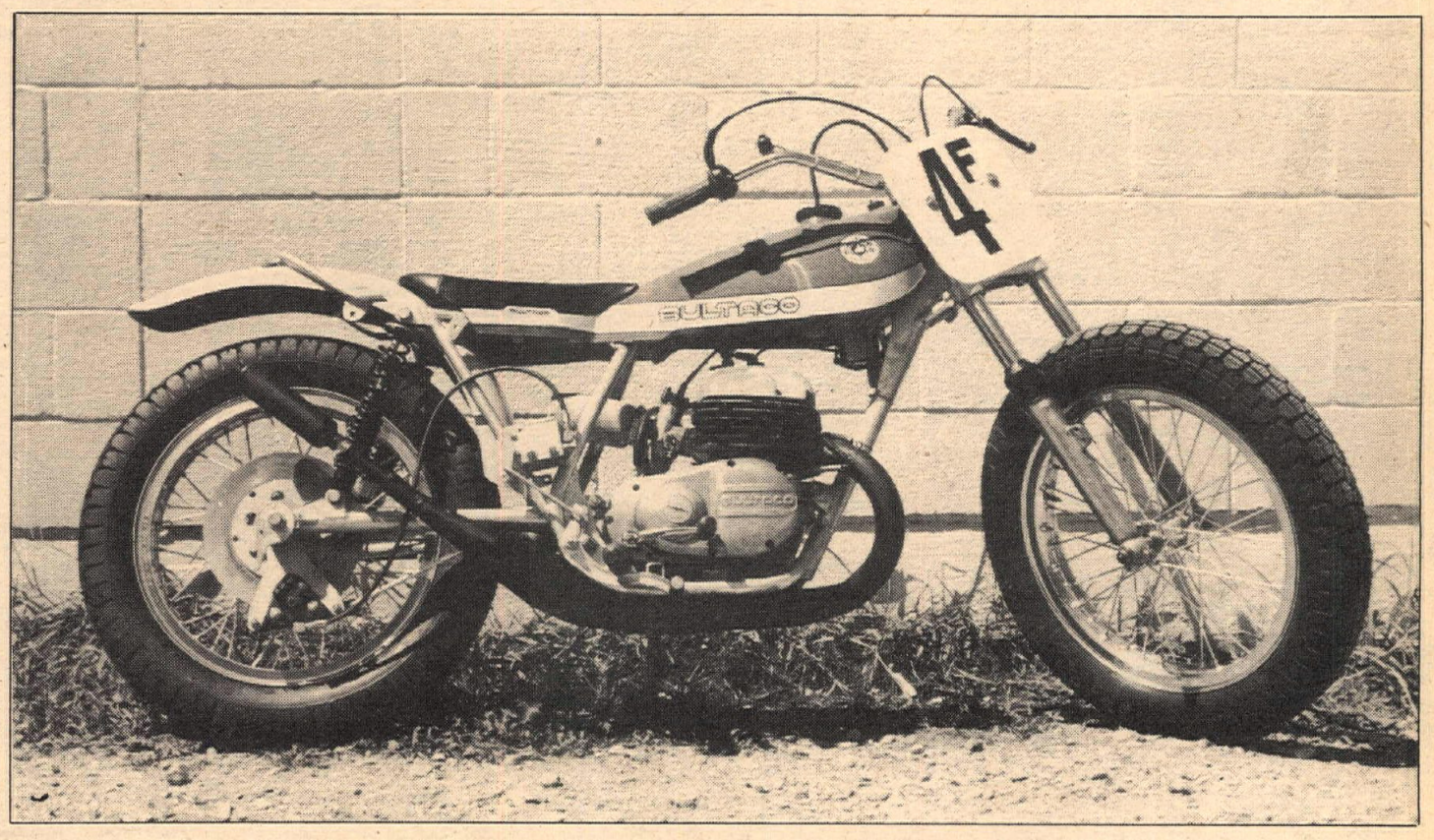
OK, now it's time to get busy. First thing is to strip the bike down to the frame and wash all that motocross grunge out of the nooks and crannies. Hack saw off all the unnecessary tabs, like chain guide mounts, air box mounts and anything else that isn't needed. But save them in case you want to switch back someday.



Disc brake master cylinder bracket.

Tape the coil after wiring up a kill button.

Here it is, ready to race. Sure is pretty.



You could have the frame sand blasted and painted, but it's much easier to use a spray can to spiff it up. Short trackers are supposed to be sanitary, you know.

A motocross machine is designed with lots of ground clearance you won't be needing or wanting on an oval track. The idea is to get as close to the ground as possible without dragging. And the easiest way to accomplish this is to replace the rear shocks with some shorter models. The shortest shocks available are Koni 11.9s. Use 60/90 or 70/110 SHORT springs, depending on how much you weigh. Let's leave the front alone until all the weight is put back on.

Now go ahead and hang the new wheels and handlebars. Put the engine back in with a compression release installed and any modifications you might have come up with for top end performance. Trade your air box in on a Filtron "green weenie" sock filter.

Put the seat, tank, rear fender and other stuff back on. Now get somebody about your weight to sit on the bike. Notice how the front end looks kind of raked out like a chopper? You've got to cut that angle down considerably. There are two ways: cutting the fork springs or moving the tubes up in the triple clamps or both. If you shortened the rear suspension one inch take two inches out of the front. Keep trimming the front end down as long as you have ground clearance on the tracks you are riding.

A tip on front tires: use a Dunlop K-70 on "blue groove" tracks and a Pirelli universal on soft cushion tracks. A Goodyear DT on the rear is standard. Ever wonder what those shoes are doing with a razor blade to their tires? The idea is to expose the tread in the direction you want traction. In other words, expose the tread on the left side of the front tire and the middle tread on the rear.

Next let's work on the disc brake setup. R & W Specialties markets a trick looking kit that practically bolts right on to Bultacos. You'll have to weld a brake anchor tab, a bolt for the right side mounting of the brake pedal and a master cylinder bracket on. Where you will mount them will vary from bike to bike, but the master cylinder must be on line with the brake pedal pivot point. Ideally, the master cylinder actuating lever should be at the same angle as the brake lever pivot.

Once you've got everything mounted, the hard part comes. . . .getting the lines bled to make everything work. Hurst-Airhart brakes are supposed to be easy but the R & W unit was a real bitch to get all the air out and functioning. Insist on a step by step procedure from whomever you buy it. I won't even tell you how three of us took several hours of thought and sweat to get the stopper working.

Lessee, that about does it except for all the individual stuff you'll have to do depending on what bike you start with. I used a 60 tooth rear sprocket and a 13 tooth countershaft. I also installed a Sherpa T tank/seat combination and only one square number plate. (It was the only one in town. Every dealer has tons of oval jobs, but no square ones.)

The limited riding time I've had so far on the Pursang is already enough to know that the creation/conversion handles really well when cranked over. But I'll have to wait until a few races are under the belt to let you know how competitive it/I/we are. •

RESULTS

CMC MX
Irwindale Raceway
Irwindale, Calif.
Aug. 23, 1974
By A. Shepherd

MINIS	
Mac Ito	Hon
Scott Phillips	Hon
Kenny Aplanalp	Hon
100 JRS DIV I	
Gina Barkey	Yam
David Wilson	Yam
Kevin Coyle	Yam
100 JRS DIV II	
Bob Anderson	Hod
Rick Zamora	Yam
Tim Collister	Hod
125 JRS DIV I	
Mike Harris	Hon
Richard Garbaccio	Hon
Frank Inman	Hon
125 JRS DIV II	
Bruce Slingerland	Hon
Pat Delligatta	Hon
Victor Silver	Yam
125 JRS DIV III	
Brian Anderson	Hon
Guy Denton	Hon
Nick Wukmir	Hon
125 JRS DIV IV	
Scot Breithaupt	Yam
Mike Ayala	Yam
Dan Atencio	Hon
250 JRS DIV I	
John Wood	Hon
Richard Villasenor	Hus
John Tutora	CZ
250 JRS DIV II	
Kevin Corson	Mai
Jerry Lowell	CZ
Jody Uyechi	Hon
500 JRS	
Richard Winfrey	Hon
Brian Armstrong	Mai
Ed Miller	Hus
125 INT	
Bob Zamora	Hon
Kevin Krieghoff	Kaw
Eddie Clark	Hon
250 INT	
John Estes	Mai
Conrad Weber	Mon
Dan Welsh	Yam
500 INT	
Calvin Weber	Mai
Randy Kellogg	Yam
Thomas Fowler	CZ
125 PROS	
Mike Bell	Hon
Don Gongiorno	Hon
Tim Lunde	Kaw
250 PROS	
Jim West	Hus
Jeff Jennings	Hon
Chuck Lunde	Mon
500 PROS	
Luke Messer	Mai
Rick Carrisosa	Mai
Jeff Vidic	Mai

CMC MX
Ascot Park
Gardena, Calif.
Aug. 21, 1974
By Alan Shepherd

MINI EX	
Doug Nicol	Hon
Joe Ruello	Hon
Rick Atkins	Hon
MINI JRS	
Bryan Jordan	Hon
Bill Recchia	Hon
Don Draskovich	Hon
100 JRS	
Bob Tocco	Suz
Greg Draskovich	Suz
Rod Davidson	Kaw
125 JRS DIV I	
Scot Breithaupt	Yam
Joe Licciardi	Hon
Brad Osborne	Hon
125 JRS DIV II	
Riley Gilfoy	Suz
Ross Thompson	Hon
Tim Watanabe	Hon
125 JRS DIV III	
Sal Silva	Suz
Wes Kaneshiro	Yam
Mike Futch	Kaw
250 JRS DIV I	
Lester Kawahara	Suz
Duane Crymes	Hon
Kelly Saulie	Mon
250 JRS DIV II	
Joe Stern	Mon
Poncho Spain	Mon
Mike Shaw	Yam
500 JRS	
Steve Glenn	Yam
Steve Cullinan	CZ
Steve Drew	Mai
125 INT	
David Sobodos	Hon
Mark Nearing	Hon
Pete Murillo	Hon
250 INT	
David Nakamura	Yam
Jeff Angell	Hon
Dave Krikac	Bul
500 INT	
Greg Foster	Suz
Cliff Hicks	Suz
Mike McDonald	Mai
125 PROS	
Mike Bell	Hon
Mark Tyer	FMF
Don Bongiorno	Hon
250 PROS	
David Pessy	Oss
Jeff Jennings	Hon
Joe Johnston	Oss
500 PROS	
Dan Barnes	CZ
Luke Messer	Mai
Joe Johnston	Mai

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Aug. 22, 1974
By B. T. Tube

MINI CYCLES	
Ted Hoyt	Hon
Toby Maynard	Hon
Chuck Becker	Hon
"SUPER MINI"	
Robert Mueller	Hon
Andy Blokdyk	Hon
Van Agins	Ind
100 JR	
Jeff Morris	Yam
Ed Decker	Hon
Tim Harris	Yam
125 BEG DIV I	
Randy Skinner	Hon
Ty Rickey	Hon
John Hill	Suz
125 BEG DIV II	
Jim Leis	Yam
Tony New	Hon
Bart Hitt	Suz
125 JR DIV I	
Dave Winters	Hon
Randy Miller	Hon
Kevin Harlow	Hon
125 JR DIV II	
Rick Sherman	Hon
Randy McIntyre	Hod
Scott Cates	Hon
250 BEG	
Frank Mangione	Yam
Stan Bennett	Yam
Greg DenHartog	Yam
250 JR DIV I	
Wayne Mullen	Yam
Jim Trask	Bul
Greg Kammerman	Yam
250 INT	
Joe Schoney	CZ
Brian Speaks	Hon
John Hanna	Hon
250 JR DIV II	
Rick Jensen	Yam
Galen Twitchell	Bul
Ken Richardson	CZ
500 JR	
Mark Kiefer	Mai
Richard Luce	Bul
Gerald Williams	Kaw
125 INT	
Gordy Collins	Hon
Soctt Novotny	Hon
Mark Cook	Hon
125 SR	
Tim Lunde	Hon
Mark Tyer	Hon
Jeff Black	Hon
250 SR	
Bryan Breker	Pen
Greg Done	Yam
Ken Ehlers	KTM

Motocross
Imperial Valley M.C.
AMA Dist. 38
Aug. 11, 1974

OPEN EX	
Mike Stephenson	CCM
Ken Frost	Suz
R. Norgarrd	Kaw
OPEN AM	
Tim Daily	Bul
Mark Cooper	Hus
John Cardoza	Yam
250 EX	
Mike Stearns	CZ
Jeff Mathews	Kaw
Troy Stallings	CZ
250 AM	
Darrell Bounds	Yam
Dave Morris	Yam
John R. Cerveny	YZ
125 EX	
Jeff Foland	Hon
Ron Turner	Hus
John Hale	Hon
125 AM	
Wayne Schmidt	Hon
Bob Murray	Hon
Richard Bowles	Suz
OPEN NOV	
Rober Eugenio	Yam
Steve Fenn	Mai
Steve Johnson	Hus
250 NOV DIV I	
David Cox	Kaw
Rob Martin	CZ
Steve Volin	Hon
250 NOV DIV II	
Craig Corda	Hon
Harold M. Patty	Hon
Harley D. Fidler	Yam
125 NOV DIV I	
Robert Bell	Hon
John Moreno	Hon
Darryl Richardson	Suz
125 DIV II (NOV)	
Mike Wise	Suz
Tom Brundy	Hon
Rick Scaramella	Suz

CMC MX
Carlsbad Rcwy.
Carlsbad, Calif.
Aug. 25, 1974
By Alan Shepherd

100 JRS	
Hal Richardson	Yam
Pat Bailey	Suz
Corki Moore	Yam
125 JRS DIV I	
Bruce Slingerland	Hon
Jerry Raymer	Hon
David Maas	Hon
125 JRS DIV II	
Scott Davies	WTE
Joe Gregoria	Hon
Jim Burton	Hon
250 JRS DIV I	
Joe Stern	Mon
Craig Bontly	CZ
Randy McKee	Hon
250 JRS DIV II	
Terry Woolruff	Hon
Keith Tomei	Hus
Steve Pflug	CZ
500 JRS	
Rory Holladay	Mai
Mark Kiefer	Mai
Kenneth Yarnell	CZ
125 INT	
Tom Settle	Hon
Peter Wanket	Hon
Clark Jones	Kaw
250 INT	
Mike Huddleston	Mai
Terry Biner	Mai
Charles Richardson	Hon
500 INT	
Mike Hernandez	Hus
Dirk Houghton	CZ
Dave Nuding	Yam
125 PROS	
Marty Smith	Hon
Jeff Foland	Hon
Billy Urban	Hon WTE
250 PROS	
Gaylon Mosier	Hon
Bob Elliott	Hus
Ray Topham	Mai
500 PROS	
Jeff Borden	Mai
Ron Blanton	Bul
Rick Blom	Hus

E.C.R.A. MX
Escape Country
Trabuco Canyon, Calif.
Aug. 24, 1974

SUPER MINI 1st DAY	
Robert Dixon	Hon
Larry LeBlanc	Hon
SUPER MINI BEG	
Robert Ellis	Suz
Bob Cummings	Hon
SUPER MINI INT	
Bobby Tryon	Hon
100 1st DAY	
Randy Brandon	Yam
100 BEG	
John Costanlino	Yam
Rich Kamei	Hon
100 INT	
Dave Dickenson	Yam
125 1st DAY	
Pat Buckley	Suz
Ken Ford	Yam
Gary Greeley	Hon
125 BEG	
Russ Crha	Suz
Darrell Tenny	Hon
Steve Scott	Suz
125 NOV	
Dean Howard	Suz
Larry Lewellen	Hon
Paul Ivie	YZ
125 INT	
Scott Honaker	Hon
125 EX	
Mel Moore	Kaw
175 CLASS	
Steven Childress	Suz
250 1st DAY	
John Odegard	Mon
250 BEG	
Gary Gonzales	Hon
Denny George	Hus
Steven Dean	Oss
250 NOV	
Russ Krnchuk	Hon
Mark Athearn	Hon
Dan Underwood	Hon
250 INT	
Dan Zickuhr	Yam
250 EX	
David Sharp	Mai
OPEN 1st DAY	
Rick Cuda	Yam
OPEN BEG	
Bob Ellis	Suz
OPEN NOV	
Del Pitzer	CZ
David Edwares	CZ
OPEN EX	
Steve Stricklin	Kaw

Lodi Summer High Point Final Standing
Aug. 16, 1974
By W. H. Spencer

OVER MINI	
Rafe Heath	27
PEE WEE	
Chris Carr	21
60 MINI	
Ricky Ryan	18
80 MINI	
Fred Merkel	25
OPEN MINI	
Rafe Heath	27
Shawn Callahan	21
100cc	
Don Weidman	16
Fred Crabaugh	14
125cc	
Jim Pasley	19
Greg Hull	15
175cc	
Alan Proctor	17
Dennis Kritzer	13
200cc	
Ben Voytilla	21
Norm Wahlers	11
250cc	
Dave Burton	17
Mitch Sundstrom	15
350cc	
Tom Jones	10
Tim O'Hara	5
500cc	
Terry Miller	21
Orville Easley	19
650cc	
Randy Hall	15
George Taylor	14
OVERALL SPORTSMAN	
Ben Voytilla	21

D-36 Short Track
Fremont, Calif.
Aug. 14, 1974
By W. H. Spencer

60 NOV	
Brad Brown	Yam
60 JR	
Larry Krusmann	Yam
60 EX	
Mike Fruzen	Yam
80 NOV	
Joel Green	Yam
Art Anchondo	Hon
80 JR	
Jimmie Soto	Hon
Ruben Villarreal	Yam
80 EX	
Jim Filice	Yam
Doug Chandler	Ind
100 NOV MINI	
David Thompson	Yam
100 EX MINI	
Blair Newell	Hod
Brian Thompson	Yam
100 NOV	
Joe Horton	Yam
Rocky Robinson	Kaw
John Cudhia	Hod
125 NOV	
Gary Spinazze	Yam
Ronnie Henderson	Yam
Al Ciacco	Suz
125 JR	
TOny Alves	Yam
Chris Dinner	Yam
125 EX	
Randy Mamola	Yam
175 NOV	
John Arnold	Yam
Jim Black	Oss
200 NOV	
Corey Silva	Bul
Tom Cherry	Bul
200 JR	
Jess Kreyling	Bul
250 NOV	
Al Ciacco	Suz
Ron Keiser	Suz
Joe Hardy	Bul
250 JR	
Nick Nazzisi	Yam
Phil Howard	Yam
Don Bailey	Yam
250 EX	
Rick Delacy	Yam
Andy Whitaker	Bul
Mike Faria	Yam
360 NOV	
Errol Longboya	Hon
Tom Kolodzieski	Bul
Rickey Bible	Mon
360 JR	
Mark Murray	Kaw
John Tavis, Jr.	Hon
Steve Grier	Yam
360 EX	
Scott Pearson	Kaw
Steve Carrillo	Yam
Jim Foley	Yam

D-36 Scrambles
Lodi, Calif.
Aug. 16, 1974
By W. H. Spencer

PEE-WEE MINI	
Chris Carr	M-V
Tyson Vahland	Ind
60 NOV/JR/EX	
Ricky Ryan	Ind
Robert Bacosa	Yam
Carran Haner	Yam
80 NOV	
Randy Rose	Hon
Mario Perez	Hon
Kevin Yarber	Hon
80 JR	
Ricky Gaardner	Yam
80 EX	
Jon Haan	Suz
Brian Thompson	Yam
OPEN MINI NOV	
Shawn Callahan	Yam
Todd Hyske	Yam
OPEN MINI JR/EX	
Rafe Heath	Hon
Steve Crawford	Hon
100 NOV	
Davis Winters	Yam
Don Weidman	Kaw
125 NOV	
Ken Burton	Yam
Jack Bilgore	Hon
John Hatler	Suz
125 JR	
Greg Hull	Hon
John Hollan	Suz
650 JR	
Vern March	Tri
George Taylor	BSA
650 EX	
Joe Klien	Tri
Duane Spence	Tri
Tif Mullenax	Tri
125 EX	
Renny Bruns	Suz
Ken Jackson	Suz
175 NOV	
Dennis Kreitzer	Bul
Ken Strait	Yam
200 NOV	
Skip Lewis	Bul
Ricky Rose	Bul
250 NOV	
Steve Ebright	Bul
George Blankenship	Bul
250 JR	
Mitch Sundstrom	Kaw
Fred Yow	Kaw
Milt McFarren	Hon
250 EX	
Jeff Eide	Yam
Ted Bailey	Bul
Ray Huff	Suz
350 JR	
Tim O'Hara	Bul
Tom Jones	Hon
500 NOV	
Orville Easley	Yam
Bill Railsback	Suz
500 JR	
Len Manning	Bul
500 EX	
Kim Jorgensen	Suz
Jim Foley	Yam
Allen Yarrow	Yam
650 NOV	
Rodger McLean	Tri
Carter Fisher	Tri

Motocross
AZ. Desert Rcwys.
Aug. 23, 1974

PEE WEE	
Lisa Matherson	Hon
Jeff Conradson	Yam
Joe Imbriale	Hon
MINI BEG	
Brian Hudgins	Hon
Darrin Womble	Hon
Brian Shalley	Yam
MINI NOV	
TIm Nolte	Hon
Troy Blake	Hon
Billy Wilson	Hon
MINI AM	
Kevin Shinabarger	Yam
Pat Imbriale	Yam
Steve Yarbrough	Cha
MINI EX	
Danny Hankammer	Hon
Scott Reddell	Yam
Chappy Blose	Hon
MINI STOCK	
Troy Blake	Hon
Tim Nolte	Hon
Greg Conradson	Hon
100 BEG	
Tim Timbrooks	Suz
Tim Bryd	Yam
Lee Wedin	Suz
100 NOV	
Paul Brown	Suz
Bill Merrell	Suz
Danny Cheverette	Suz
100 AM	
Tom Bruemmer	Suz
Neal Hartman	Suz
Gene Clark	Yam
125 BEG	
Jim Olson	Kaw
Allan Shores	Hon
Mark Bergman	Yam
125 NOV	
Jeff Ehle	Hon
Steve Cheney	YZ
Jeff Hedberg	Suz
125 AM	
John Imbriale	Yam
Bill Kahn	Hon
Allen Womble	Hon
125 EX	
Bob Blose	Hon
Steve Derrick	Hon
Vic Darilek	J&B
250 BEG	
Cliff Baxter	Yam
Willie Ham	Hon
Victor Armendariz	—
250 NOV	
Tom Erb	YZ
Gary Musser	Yam
Pat Neilson	CZ
250 AM	
Rick Calahan	Hus
Bruce Parks	Bul
Cliff Farmer	Hon
250 EX	
Lee Noblitt	Suz
Bill Brooke	Hus
Marty Haak	Yam
OPEN NOV	
Dan Nolan	CZ
Jack Gibson	CZ
Clark Johnson	Suz
OPEN AM	
Steve Bigler	Mai
Gene Faken	YZ
Roy Bergman	Mai
OPEN EX	
Roger Jones	Mai
Charlie Welk	Mon
Steve Ashton	Suz
POWDER PUFF	
Vikki Brum	Kaw
Debi Foster	Suz
Jaon Conradson	Suz
RETREADS	
Bill Newby	Suz
Dan Conradson	Suz
Benny Scott	—
YOUNG OLDIES	
James Womble	Hon
Boyd Miller	Gre
Sherman Goodrich	Hon
OVER 40	
Rick Brum	Hon
Asker Larnkjaer	Suz
Claude Hays	Yam

Live Oak MX
Yuba City, Calif.
Aug. 17, 1974

125 NOV DIV I	
Jim Jordan	Hon
Steve Reese	Hon
Greg Larson	Hon
125 NOV DIV II	
Randy Losh	Hon
Doug Knight	Suz
Ken Spratt	Hon
250 NOV DIV I	
Gene McKenzie	Yam
Mike Marsh	Hon
Rodney Pogue	Kaw
250 NOV DIV II	
Dan Garland	Kaw
Gary Castillo	Hon
Rem Regan	Suz
250 NOV DIV III	
Charles Sexton	Yam
Elvord Lewis	CZ
Warren Dreiss	Hon
OPEN NOV	
John Engen, Jr.	Mai
John Martin	Mai
Eric Jones	Kaw
125 AM	
Delno Becker	Hon
Sam Penrod	Hon
Williams Robert	Suz
250 AM	
John Cook	CZ
Randy Stevens	CZ
Mitch DeVaughn	Oss
OPEN AM	
John Vollenweider	Bul
Peter Bierwith	Mai
Richard Smart	Bul
125 EX	
Dan Turner	Hus
Mike Preston	Hon
Gary Morris	Hon
250 EX	
Kevin Henry	Bul
Dan Turner	Hus
C. Vollenweider	Bul
OPEN EX	
Pat Richter	CZ
Gary Cooper	Kaw
Gordon Pierce	Mai

CMC Short Track
Chico, Calif.
Aug. 17, 1974
by Rex Backman

100 NOV	
Tom Green	Yam
Dan Fowler	Yam
Dana Covert	Yam
125 NOV	
Rick Schamberg	Hon
Alan Shackleford	Hon
200 NOV	
Tom Cantrell	Bul
Randy Freeman	Bul
Ron Juney	Bul
250 NOV	
Mike Hall	Bul
Paul Meyer	Cop
Marty Heath	H-D
200 JR	
John Williams	Bul
Dave Nakao	Bul
250 JR	
Mike Freeman	Bul
Bill Zirkle	Yam
Matt Jackson	Bul
200 EX	
Cliff Hylton	Yam
Jeff Damon	Bul
Paul Quiring	Bul
250 EX	
Shane Scott	Yam
Dana Penebaker	Kaw
Jim Chadwick	Hon
360 EX	
Steve Dietz	Bul
Lowell Moural	Yam
John Grant	Yam
200 HANDICAP	
Cliff Hylton	Yam
Dave Nakao	Bul
John Alves	C-A
250 HANDICAP	
Mike Hall	Bul
John Gardiner	Yam
Jim Hubbard	Yam
360 HANDICAP	
Lowell Moural	Yam
Manuel Crummett	Bul
Jeff Sierick	Tri

AMC MX
Saddleback Park
Orange, Calif.
Aug. 23, 1974
By S. Sapicoff

MINI BEG	
Cary Faas	Hon
Jeff Wood	Hon
Steve Jump	Yam
MINI NOV	
Tracy Williams	Hon
Billy Locklan	Hon
David Campbell	Hon
MINI JR	
Rick Atkins	Hon
100 BEG	
Kris Christy	Yam
Dean Cagnito	Hon
Kenny Davis	Hon
100 NOV	
Ron Flores	Yam
Lee Cangiano	Yam
Steve Shelton	Hon
100 JR	
Steve Rhyan	Mnk
Bobby Reyes	Hon
125 BEG DIV 1	
Russell Stark	Suz
Tony Mocery	Suz
Tom Tolar	Hon
125 BEG DIV 2	
Dave Fuhrman	Yam
Jeff Lysdale	Suz
Tom Nelson	Hon
125 NOV	
Rick Kelley	Hon
Bob Beauvais	Hon
Mike Gherardi	Suz
125 JR	
Don Miller	Hon
Rich Reveles	Yam
Tom Conrad	Hon
125 INT	
David Tipp	Hon
Tony Greaves	Hon
Jeff Wilson	Hon
250 BEG DIV 1	
Ron Shimaji	Mai
Gary Will	Yam
Philip Gibson	CZ
250 BEG DIV 2	
Robbie Roberts	Kaw
Tom Hart	Pen
Vince Hunt	CZ
250 NOV	
Glenn Gibbons	Hon
Guy Olson	Hon
Mike Schoffstall	Hon
250 JR	
Steve Castle	CZ
Dan Green	Yam
Mike Rainford	Hon
250 INT	
Kirk Matkin	Bul
Robert Decker	Yam
Jack Crone	Yam
OPEN BEG	
David Greko	Bul
Lynn Gilletti	Mai
Tony Shumaker	Yam
OPEN NOV	
Mark Banister	Bul
Bob Bragg	Hus
Jim Ulahos	Bul
OPEN JR	
Jesse Ortega	Yam
Dan Kosinski	Mai
David Packard	CZ
OPEN INT	
Brian Baugher	Yam
Dave Orozco	Bul
Ted Tenmigkeit	Mai
125 PRO	
Mark Tyer	FMF
Marty Miller	Hon
Rob Dameron	Hon
250 PRO	
Morris Malone	Mai
Dave Calson	Mai
John DeSoto	Oss
OPEN PRO	
Bill Rubly	CZ
Mark Rodman	Yam
Scott Cavness	Bul

TRA Short Track
Junction City, Ore.
Aug. 17, 1974
by Shirley Campbell

MINI BEG	
Troy Delfs	Yam
Doug Bernatzki	Kaw
Mike Oglesbee	Yam
MINI MOD	
Steve Copley	Yam
Kent Chapman	Kaw
Tony Blanton	Yam
100	
Bob Skolaski	Yam
John Wincewicz	Hon
Tom McCullough	Yam
125	
Charles Andrews	Hon
Gary Davis	Hon
Gary Tandy	Suz
200	
Gary Davis	Bul
Steve Sweet	Bul
Dan Worthington	Bul
250	
Dick Asa	Kaw
Lester Huey	Suz
Charles Standeford	Suz
OPEN	
Mike Bailey	Yam
Lester Huey	Suz
Brad Hurst	CZ

Ascot Summer Standings thru Aug. 23, 1974

EX	
Rob Morrison	841
DeWayne Keeter	578
Danny Hockie	528
Eddie Wirth	428
Tom Horton	365
Bob Sanders	320
Ron Moore	312
John Gennai	308
JR	
Alex Jorgensen	790
Tom Berry	650
Rick Kraft	520
Skip Aksland	510
Mike Myers	450
Walt Foster	360
Ryan Gifford	320
Dennis Briggs	290
NOV	
Elbert Turner	915
Steve Eklund	694
Brian Garcia	666
Dan McWhorter	660
Mike Thomsen	247
Rex Hailey	220
Brent Knauer	220
Scott Pearson	195

E.C.R.A. MX
Escape Country
Aug. 25, 1974

MINI	
Mike McCormick	Ind
SUPER MINI 1st DAY	
Tommy Phillips	Hon
Neal Mofnitz	Yam
SUPER MINI BEG	
Tom Satchell	Yam
Scott Phillips	Hon
Jim McIntosh	Hon
SUPER MINI NOV	
Brad Schwan	Hon
Andy Guth	Hon
SUPER MINI INT	
Kirk Sturgeon	Hon
100 1st DAY	
Augie Galaz	Hod
100 BEG	
Mark Richardson	Ind
Shawn Warnack	Suz
Jack Krumwiede	Hon
100 NOV	
Lee Cangiano	Yam
Noel Leos	Yam
Frank Sayeski	Yam
100 INT	
Mike Johnson	Hon
125 1st DAY	
Dick Yeats	Hon
John Knous	Suz
Bruce Young	Hon
125 1st DAY II	
Wayne Wells	Hon
James Barker	Hon
125 BEG I	
Danny Villarreal	Hon
Mark Torricelli	—
Rick Dyer	Hon
125 BEG II	
David Avala	Hon
Pat Delligatta	Hon
David Crivello	Hon
125 BEG III	
Steve Ellington	Hon
Mike Relstab	Hon
125 NOV I	
Paul Sander	Hon
Duffy Parrott	Hon
Rusty Howard	Suz
125 NOV II	
Greg Gabnon	Hon
G. Gonzales	Hon
Mike Gherardi	Suz
125 NOV III	
Jim Lowe	Hon
Randy Gauvin	Hon
Mike Digby	Hon
125 INT	
Shane Hawley	OTL
Mark Marriott	Suz
Thad Friday	Hon
125 EX	
Tim Lunde	Kaw
Mark Tyer	FMF
David Williams	Hon
175	
Bret Weyand	Puc
Gilbert Aguirre	Suz
250 1st DAY	
Mitch Meyer	Hon
Rick Erickson	Hus
Steve Baker	Yam
250 BEG I	
Mark Saver	Pen
Scott MacDonald	Bul
Steve Bowman	Bul
250 BEG II	
Kurt Foltz	CZ
Randall Jordan	Mai
250 NOV I	
Joel Harriott	CZ
Wayne E. Curtis	CZ
Ken Duncan	Bul
250 NOV II	
Jeff Druman	Bul
John Gilbertson	Hon
Jeff Clark	CZ
250 INT	
Tim Hoover	CZ
Jim Nasser	KTM
Don Wickham	Pen
250 EX	
Morris Malone	Mai
Jon Derhammer	Yam
John DeSoto	Oss
OPEN 1st DAY	
Ron Jones	Yam
OPEN BEG	
John Irwin	CZ
Jess McIntosh	Yam
Mel Kukel	Mai
OPEN NOV	
Fred Nelson	Bul
Brian Armstrong	Mai
George Nance	CZ
OPEN INT	
Guy Austin	Mai
OPEN EX	
Peter Maly	CZ
Rick Carrisosa	Mai
Bruce McDougal	Hon

ROUTE CHECK

Anaheim to Desert D-37 or DRA

Have room for 1 rider and bike. Go nearly every week. Gary (714) 524-6553. (32/3x)

Irvine to Local MX Races

Yamaha 100 MX rider needs a ride to MX races anywhere every Sunday or Friday. Call after 7:00 p.m. Please help. Vincent (714) 838-7927. (34/4x)

City of Orange To All D-37 MXs

250 Elsinore Novice. Has Chevy Love truck, going to all D-37 MX races and CMC on off weeks. Give me a call. Jim, before 2:00 (714) 997-5215. (27/4x)

La Canada to Dunes or ?

I am a Moto-X freak. I don't race yet because I don't have practice. I have a Monark GS 125 and I am 14. Call anyway — huh? Tony (213) 790-4371. (34/4x)

La Mirada to Mojave

Have room for 2 or 3 more bikes. ¾ ton Chevy Long Horn pick-up. Have cabin, cowtrail and cross country. Truck carries 75 gallons gas. Split expenses. After 6 p.m., ask for Mike (714) 522-2219. (26/TFN)

Palos Verdes to D-37 Desert—GPs

No. 7 D-37 desert Powder Puff needs ride to races. I've never broke. Please!! Iwant to stay No. 7!? Will share expenses. Call Lisa before 3:00 Mon.-Fri. (213) 377-9766. (33/4x)

From Torrance to ?

Broke my wheels, need ride to MX races on Sundays. AME, CMC, District 37 or anything. Have 250 CZ, age 19. James (213) 323-4576. (20/3x)

La Canada to MX Races

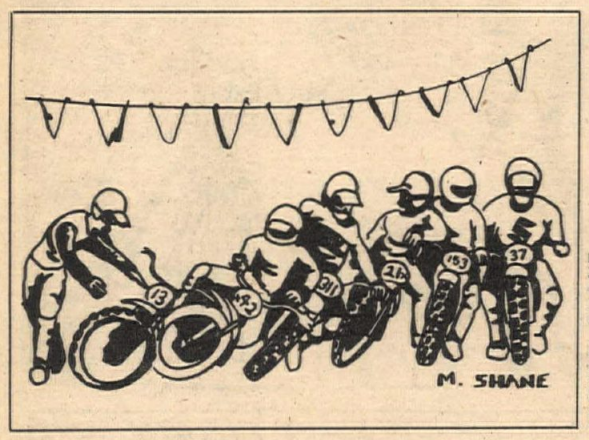
Please help!? I'm an MX freak — but my friends have lost interest. Can't get a ride to MX races on Sunday. Will split gas. I ride a 250 CZ. Help!? Greg (213) 248-5474. (27/4x)

S.F. Valley to Indian Dunes

Nick and bike would like ride to Dunes any day of week. I have a Suzuki 125 and will pay half of gas. Nick (213) 997-1367. (34/4x)

Long Beach to Palmdale or Saddleback

I have an El Canino and ride a 250 Suzook. I enjoy racing or just putting. Have room for 1 other bike. Call Randy (213) 547-6648 before 3:00 Mon.-Fri. (30/4x)



MICHAEL SHANE

MRA Road Race
Woody Creek Rcwy.
Aspen, Colorado
Aug. 18, 1974
By T.G. Witte

ANTIQUE
D. Hiesterman '26 Nor 350
Carol Hiesterman Nor Imp
James Stranberg '27 BSA
DIRT BIKE 0-200
Chris Reichardt Yam
DIRT BIKE 201-OPEN
Norm Meyer Yam
Leroy Serck Yam
Larry Plume Kaw
250 CAFE
Fajwus Ufneic Duc
Bill Abney Suz
Doc Wilcox Yam
350 CAFE
Lynwood Wilson Yam
Woody Witte Yam
Courtland Thompson Yam
500 CAFE
Val Agostino Hon
Rusty Sharp Suz
750 CAFE
Bob Hyman Kaw
Jim Tefertiller Hon
Don Ross Hon
250 PROD
Bill Abney Suz
Doug Stiverson Hon
Doc Wilcox Yam
350 PROD
Woody Witte Yam
Jim Packer Yam
Ken Baldwin Yam
500 PROD
Rusty Sharp Suz
Rod Ratzlaff Kaw
750 PROD
Mike Hamilton Kaw
Tom O'Neill Kaw
100 GP
William Taggart Hon
125 GP
Dave Old Yam
Russ Dickinson Yam
Doug Stiverson Yam
200 GP
Dave Taggart Hon
250 GP
Lee Serick Yam
John Wilcox Yam
350 GP
Lynwood Wilson Yam
Randy Skiles Yam
Woody Witte Yam
500 GP
Norm Meyer Yam
750 GP
Bob Hyman Kaw
Mike Hamilton Kaw

Motocross
Desert Wheels MC
Edwards, Calif.
Aug. 25, 1974

OPEN CLASS
SRS
Gary Benge CZ
JRS
T. Lathrop CZ
NOV
C. Casanova Yam
P. Hale Suz
MINI CLASS
JRS
J. Stewart Hon
T. Fazio Hon
NOV
G Bowman Hon
M. Plummer Yam
J. Hamilton Yam
250cc CLASS
NOV
M. Stevens Hon
K. Earl Bul
B. Elmore Yam
JRS
C. Osborn Bul
S. McDonald Hon
SRS
R. Grabel Hon
100 NOV
P. Rue Yam
G. Herrera Suz
T. Hamilton Yam
100 SRS
T. Ducker Yam
100 JRS
D. McWhorter Suz
125 SRS
R. Lewis Hon
125 JRS
G. Wade Hon
D. Thompson Yam
M. Neal Hon
125 NOV DIV I
R. Wagner Hon
C. McConnachie Hon
S. Hall Hon
125 NOV DIV II
M. Rentz Hon
R. Bowman Hon
C. Lowitz Suz

Motocross
AZ. MX Desert Rcwys.
Point Standings
Summer Series
Aug. 23, 1974

PEE WEE
Lisa Matherson
Jeff Conradson
Joe Imbriale
MINI BEG
Darrin Womble
Brian Hudgins
Brian Shalley
MINI STOCK
Troy Blake
Jimmy Kahn
Bryan Taylor
MINI NOV
Tim Nolte
Troy Blake
Mark Balcerzak
MINI AM
Pat Imbriale
Kevin Shinabarger
Jeff Trimble
MINI EX
Chappie Blose
Scott Reddell
Danny Hankammer
100 BEG
Tim Timbrooks
Tim Byrd
Lee Wedin
100 NOV
Paul Brown
Bill Merrell
Doug Jensen
100 AM
Neal Hartman
Mike Blakley
Tom Bruemmer
125 BEG
Mark Bergman
Pat Griffin
Jim Olson
125 NOV
Jeff Ehle
Chuck Melby
Steve Cheney
125 AM
John Imbriale
Bill Kahn
Allen Womble
125 EX
Vic Darilek
Steve Derrick
Bob Blose
250 BEG
Cliff Baxter
Robert Brawner
Joe Miller
250 NOV
Gary Musser
Greg Goodman
Milton Huss
250 AM
Cliff Farmer
Dale Eppard
Phil Hendrickson
250 EX
Lee Noblitt
Marty Haak
Johnny Brown
POWDER PUFF
Vikki Brum
Debi Foster
Joan Conradson
OPEN NOV
Dan Nolan
Bill Roberts
Jack Gibson
OPEN AM
Roy Bergman
Jerry Foster
Steve Bigler
OPEN EX
Tom Hooker
Barry Noblitt
Steve Ashton
RETREADS
Bill Newby
Jerry Ficken
Jerry Nawyn
YOUNG OLDIES
Jim Womble
Boyd Miller
Dale Langham
OVER 40
Rick Brum
Claude Hays
Don Borgman

Short Track
Indio Fair Grounds
Indio, Calif.
Aug. 24, 1974
By Bob Willis, Jr.

MINIS
Richard Shroyer
Dave Schell
Rick Overholtzer
100cc
Joe Conela
Steve Rigg
Joey Morales
125cc
Greg Gaylor
Marc Benites
John Green
250cc
Ron Williams
Don Rockwood
David Callaway
OPEN
Richard Shroyer
Mike Dosh
Dan Rees
EX (Money Race)
Charles Soderstrom
Bob Hosford
Stan Ludwig

CRC MX
Indian Dunes
Valencia, Calif.
Aug. 25, 1974
By John Grout

MINICYCLE
BEG
Arnold Brooks Hon
NOV
Donald Draskovich Hon
POWDER PUFFS
Lorie Viens Pen
OPEN INT
Keith Rider Mai
OPEN EX
Randy Stubbs Bul
Bill Payne Mai
Pat Dailey CZ
250 INT
Chris Burgeson Yam
Mike Johnston Pen
Vic Curti Hus
250 EX
Mike Lacy Kaw
Rocky Morrison CZ
125 INT
Bob Welch Hon
Mark Raiche Pen
Steve Paulos Hon
125 EX
Rob Rollins Bul
Tom Barnett Suz
Jim Beck Hon
OPEN NOV
Mark Kiel Mai
OPEN NOV
Stuart Douglas CZ
Darrell Allen Yam
250 NOV
Mike Jimenez Hon
Ron Servis Bul
Chuck Rubin Bul
250 BEG DIV 1
Tony Cole Yam
Dave LaBrot Hon
Vicente Martinez Mai
250 BEG DIV 2
Sean Grayson Hon
Bill Cankford Yam
Mike Dumont Yam
125 NOV
Randy Miller Hon
Bob Drake Hon
Greg Draskovich Hon
OPEN BEG
Robert Schnoor Mai
125 BEG
Don Bizzy Suz
Allan Twombly Hon
Mark Anthony Suz
125 BEG (Under 16)
Tim Aldrich Hon
100 BEG
David Wison Yam
100 BEG (Under 16)
Rick Ricker Suz

TT Scrambles
Elsinore Raceway
Elsinore, Calif.
Aug. 24, 1974

MINI BEG A
Rodney Rapp Yam
Eric Collins Hon
Cris Minor Yam
MINI BEG B
Jack Smith Hon
Jeff Abel Yam
MINI NOV/AM
Eddie Fafoya Hon
Ken McIntire —
125 BEG
Calvin Wangrud Yam
Mark Laycen Hon
Sid Reese Yam
250 BEG
Guy Gulickson Hon
Mike Sharron Yam
Rick Sowma Yam
100 NOV
Brad Oxley Yam
Ray Cates Yam
Rick Marckstudt Yam
125 NOV
Mark Williams Hon
Dave Woodrich —
Norman Francis Yam
250 NOV
Gary Feener Oss
Dean Boothroyd Yam
Ivan Oden —
500 OPEN NOV
Gary Smith Yam
Hondo Long Yam
Greg Hiestand Bul
SPEC NOV
Greg Hiestand Bul
Gary Feener Oss
Wayne Pollock Yam
100 AM/EX
Troy Ingolia Yam
Carl Whitt Yam
125 AM/EX
AM
Randy McIntyre Hon
EX
Mike Tidwell Yam
175-200 NOV/AM
Steve Stiemsma Bul
Tom Roseth Bul
250 AM/EX
Mike Tidwell Yam
Bruce Reynold Bul
500 OPEN AM/EX
AM
Ron Aguirre Bul
EX
Jim Wright Bul
Bill Carpenter Yam
SPEC EX
Jim Wright Bul
Mike Tidwell Yam

SRA Speedway
Indian Dunes Park
Valencia, Calif.
Aug. 24, 1974
By John Grout

HANDICAP MAIN
Tom Sawyer
Randy Marsh
Gary Miller
Steve Hein
SCRATCH MAIN
Phil Moon
Bobby Hill
Randy Marsh
Brian Short

SRA Speedway
Indian Dunes
Valencia, Calif.
Aug. 24, 1974
By John Grout

HANDICAP MAIN
Tom Sawyer
Randy Marsh
Gary Miller
SCRATCH MAIN
Phil Moon
Bobby Hill
Randy Marsh

Top Ten AMA
Grand Nat'l. Champ.
As of Aug. 26, 1974

Ken Roberts	Yam, 1589
Gary Scott	H-D, 1344
Gene Romero	Yam, 883
Mike Kidd	Tri, 677
Chuck Palmgren	Yam, 407
Mert Lawwill	H-D, 402
Dave Aldana	Nor, 332
Corky Keener	H-D, 280
Gary Nixon	Suz, 275
Dave Hansen	271

SRA North Top Ten
as of Aug. 25, 1974
by Sneaky Pete

Alan Christian	275.6
John Cunningham	238.5
Norman Denny	223.5
Mike Rooney	206.0
Rich MacMurray	192.5
Butch Corder	170.0
Barclay Xrehal	161.2
Paul Orlandi	153.7
Dale Stetler	142.1
George Carter	103.6

AMA National MX
Points Standings

250 CLASS

Gary Jones	C-A, 600
Marty Tripes	Hus, 516
Rich Thorwaldson	Suz, 430
Bill Grossi	Hon, 390
Jimmy Ellis	C-Z, 310
Ken Zahrt	Bul, 257
Ron Pomeroy	Bul, 254
Peter Lamppu	Mon, 250
Tim Hart	Yam, 235
Kent Howerton	Hus, 217

AMA National MX
Points Standings

OPEN CLASS

Jim Weinert	Kaw, 850
Tony DiStefano	CZ, 750
Steve Stackable	Mai, 570
Mike Hartwig	Hus, 507
Gary Semics	Hus, 500
Bryar Holcomb	Mai, 395
Terry Clark	Hus, 295
Rex Staten	Hon, 257
Gary Chaplin	Mai, 200
Mike Runvard	Suz, 174

Half-Mile TT
Reno Park, Nev.
Aug. 18, 1974
by Mike Conway

125 NOV
Jay Guardner Yam
John DuPrat Pen
175/200
John Sargeant Bul
Martin Troy Bul
250 NOV
Jeff Smith Bul
John Olson Suz
250 AM
Mike Lupold Yam
Montie Martin Yam
TROPHY DASHES
360-OPEN JR
Randy Quick Yam
Jerry Koffler Hon
250 EX
John Munson Yam
Doug Smith Bul
360 OPEN NOV
Chuck Padgett Bul
Jerry Smith Bul
360-OPEN JR
Randy Quick Yam
Jerry Koffler Yam
Bill Lambert Yam
360-OPEN EX
Charlie Stewart Nor
Manuel Crummett Bul
360-OPEN EX
Manuel Crummett Bul

Route Check Blank

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RESULTS

TT
Corona Raceway
Corona, Calif.
Aug. 21, 1974
By Tom Blattler

TT STEEPLECHASE	
MINI PEE WEE	
Brad Kelly	Hon
Sam Langager	Hon
Gene Jenkins	Hon
MINI NOV	
Louis Kossuth	Ind
Tony Abel	Hon
Ray Lovell	Hon
MINI AM	
John Koogle	Hon
Randy Bennett	Hon
John Burrows	Hon
MINI OPEN	
Lance Sloan	Yam
Fred Conover	Kaw
Rod Saunders	Yam
100 NOV	
Carl Whitt	Yam
Eddie Drake	Kaw
Greg Pangburn	Kaw
125 NOV	
Greg Bell	Hon
Rod Saunders	Yam
Eddie Drake	Hon
125 EX	
Mike Tidwell	Yam
Wayne Rainey	Hon
Eddie Lawson	Yam
250 NOV	
Steve Powell	Kaw
Jim Roach	Yam
Mike Allen	Kaw
250 AM	
Greg Zehner	Yam
Dale Morgan	Yam
John Calichio	Bul
250 EX	
Eddie Lawson	Coo
Mike Tidwell	YZ
Eric Engen	Yam
OPEN NOV	
Gary Smith	Yam
Dan Rees	Bul
Bob Katanic	Kaw
OPEN EX	
Gary Davis	BSA
Terry Griner	Yam
John Calichio	Bul

Short Track
Corona Raceway
Corona, Calif.
Aug. 21, 1974
By Tom Blattler

MINI PEE WEE	
Brad Kelly	Hon
Gene Jenkins	Hon
Jay Morgan	Hon
MINI NOV	
Danny Bartholomew	Hon
Ray Lovell	Hon
Louis Kossuth	Ind
MINI AM	
John Koogle	Hon
Randy Bennett	Hon
David Jenkins	Hon
MINI OPEN	
Lance Sloan	Yam
Fred Conover	Kaw
100 NOV	
Carl Whitt	Yam
Mark Butler	Kaw
Eddie Drake	Kaw
125 NOV	
Greg Bell	Hon
Bob Ontiveros	Yam
Gary Nelson	Hon
125 EX	
Wayne Rainey	Hon
Mike Tidwell	Yam
Eddie Lawson	Yam
250 NOV	
Mark Butler	Bul
Mike Oller	Kaw
Dave Miller	Yam
250 AM	
Dale Morgan	Hon
Ken Renner	Yam
Greg Zehner	Yam
250 EX	
Mike Tidwell	Yam
Eric Engen	Yam
Larry Levoff	Yam
OPEN AM	
Derek Katanic	Kaw
Gary Smith	Yam
Gary Graham	Mon
OPEN EX	
Terry Griner	Yam
Brian Garcia	Yam
Gary Davis	BSA

D-35 TT Scrambles
Bakersfield, Calif.
Aug. 13, 1974
By AccuReport

89 NOV	
Gary Bowman	Hon
Wade Williams	Hon
Page Dalby	Hon
89 JR/EX	
Todd Jorgensen	Suz
Charlie Jorgensen	Suz
Michael Yafchak	Yam
100 NOV	
Harve Meek	Suz
David McWhorter	Suz
Donald Adams	Yam
100-125 JR/EX	
Gar Salmon	Suz
Kirby Shropshire	Suz
Ken Woodruff	Suz
125 NOV	
Raymond Tatum	Yam
Dale Robbins	Yam
Jim Bell	Yam
200 NOV	
Alan Hardin	Kaw
John Simpson	Suz
Tom Dixon	Bul
200 JR	
Shawn Leipold	Oss
Steve Churchwell	Bul
Scott Randall	Suz
200 EX	
Ken Parker	Kaw
Darrell Hurst	Suz
Kim Shropshire	Suz
250 NOV	
Phil Taylor	Hon
Lee Hales	Bul
Ron Hay	Yam
250 JR	
Terry Dixon	Yam
Mark Mills	Hon
Rocky Morales	Bul
250 EX	
Grant Salvers	Hon
Kirby Shropshire	Coo
Greg Bookout	Coo
360 NOV	
Robert Kennedy	Yam
Wayne Allen	Yam
Jim Conners	Yam
360 JR	
Gary Hamilton	Mai
Gene Conners	Yam
Frank Buttke	Mai
360 OPEN JR/EX	
Midge Griffith	Nor
Bill Payne	Mai
Howell Johnston	Tri

Cycleland High Pt. Standings
as of Aug. 10, 1974
by Rex Backman

100 NOV	
Tom Green	138
Dan Fowler	113
David Koistinen	86
125 NOV	
Bob Cervantes	71
Alan Shackleford	70
Jerry Amos	63
175 NOV	
Mike McKee	82
Chris Sauer	56
200 NOV	
Bruce Koistinen	148
Tom Cantrell	98

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Ron Juney	89
250 NOV	
Paul Meyer	106
Mike Hall	99
200 JR	
John Williams	112
Jeff Fowler	55
250 JR	
Bill Zirkle	74
Bob Grant	71
Matt Jackson	63
250 EX	
Jim Hubbard	113
Cliff Hylton	63
Ron Alves	56
360 EX	
John Grant	69
Steve Dietz	66
Lowell Moural	53
200 HANDICAP	
Cliff Hylton	125
John Alves	111
John Williams	89
250 HANDICAP	
Jim Hubbard	101
Matt Jackson	91
Mike Freeman	68

CMC Motocross
Washougal, Wash.
Aug. 18, 1974
by Jan Newman

MINI JR	
Robby Watilo	Yam
Claude Meyer	Yam
Chris Selnes	Hon
MINI INT	
Jim Anderson	Yam
Jon Buyas	Yam
Leonard Saunders	Hon
100 JR	
Clint Baker	Suz
John Henning	Suz
Kelly Welliver	Suz
100 INT	
Troy Folck	Suz
Steve Phillips	Suz
125 JR A	
Jim Pike	Hon
Steven Giezler	Hon
Mike Monahan	Hon
125 JR B	
Glen Rose	Suz
Randal Stigers	Hon
Mark Hall	Hon
125 INT A	
John Wilson	Hon
Scott Bergren	Suz
Vernon Lamping	Hon
125 INT B	
Cliff Ingham	Hon
Jim Richardson	Hon
Brian Hall	Hon
125 PRO	
Randy Limbeck	Hon
Kirk Severson	Hus
Clay Azar	Yam
250 JR	
Mike Sutherland	Hon
Jim Camp	Mai
Kim Williams	Yam
250 INT	
John Chamberlain	Mai
Greg Gainer	Yam
Bob Rushton	Yam
250 PRO	
Chuck Sun	Bul
Michael Kinnear	Hus
Mark Gregson	Bul
OPEN JR	
Devere Hess	Yam
Kirk Oades	Mai
Gordon Lemons	Hus
OPEN INT	
Fred Holmes	Mai
Rick Newman	Yam
Ron Long	Mon
OPEN PRO	
Chuck Sun	Bul
Bob Leach	Mai
Matt James	Mai
OLD TIMERS EX	
Jim Newman	Mai
Ron Fraser	Yam
OLD TIMERS NOV	
Richard Brown	Hon
OLD TIMERS AM	
Kern Gibson	Yam

NorCal Speedway
Sacramento, Calif.
Aug. 25, 1974
by Sneaky Pete

SCRATCH MAIN	
Mike Bast	
Alan Christian	
Ron McGill	
Mike Rooney	
HANDICAP MAIN	
Steve Bast	
Alan Christian	
Ron Long	
SCRATCH CONS.	
Frank Cook	
Paul Orlandi	
George Carter	
Steve Gresham	
HANDICAP CONS.	
Russ Powell	
Bruce Haserot	
Mike Rooney	
DIV TWO MAIN	
Bob Bellino	
Mike McCarthy	
Jim Childress	
MATCH RACE	
Norm Denny	
Mike Rooney	

AFM Road Race
Sears Pt. Rcwy.
Vallejo, Calif.
Aug. 25, 1974
by P. Ritter/ J. Lester

SIEDCARS	
J. McNeal/ S. Kerley	Hon
W. Lougee/ J. Morris	Hon
D. Hummer/ Johnson	H-D
50 GP	
Andy Smith	Ita
125 GP	
Ricardo Colindres	Yam
Jeff Leggitt	Yam
Robert Rief	Yam
250 GP	
Bruce Taylor	Yam
Williams Rodriquez	Yam
Mike Ross	Yam
350 GP	
Mike Wentzel	Yam
Dave Page	Yam
Rich Williamson	Yam
500 GP	
Lance Thornson	Kaw
William Ortner	Suz
Paul Unmacht	Kaw
OPEN GP	
Paul Rotes	Nor
Dave Neal	Nor
Bob Gross	Tri
125 PROD	
Rhett Cotter	Kaw
Bob Gross	Yam
Kim Montez	Yam
200 PROD	
Ed Unini	Hon
Don Unger	Bri
Russ Callenberg	Yam
250 PROD	
Dave Garoutte	Oss
Larry Legarra	Yam
Phil Rocke	Suz
350 PROD	
Bob Tigert	Yam
Tip McPartland	Kaw
Paul Unmacht	Yam
500 PROD	
Jim Lipanovich	Suz
Fred Koren	Hon
Tim Steinberger	Hon
OPEN PROD	
Ed Unini	Hon
Mike Parriott*	Kaw
Mike Simning	Kaw
Fred Walti	Kaw
SUPERSTREET/ CAFE	
Mike Parriott	Kaw
Mike Simning	Kaw
Dave Garoutte	Oss

* Protested

NorCal Speedway
Sacramento, Calif.
Aug. 23, 1974
by Sneaky Pete

SCRATCH MAIN	
Mike Rooney	
Paul Orlandi	
Barclay Trehal	
Alan Christian	
HANDICAP MAIN	
Mike Rooney	
Russ Powell	
Joe Fitzpatrick	
SCRATCH CONS.	
Norm Denny	
Alan Christian	
George Carter	
Butch Corder	
HANDICAP CONS.	
Jerry Baugh	
Alan Christian	
Frank Cook	
DIV TWO MAIN	
Mike Ellis	
Greg Rew	
MATCH RACE	
Norm Denny	
Alan Christian	

NorCal Speedway
Napa, Calif.
Aug. 24, 1974
by Sneaky Pete

SCRATCH MAIN	
Mike Bast	
Steve Gresham	
Mike Rooney	
Alan Christian	
HANDICAP MAIN	
Mark Eckles	
Bruce Haserot	
Dale Stetler	
SCRATCH CONS.	
Steve Bast	
Norm Denny	
Paul Orlandi	
Barclay Trehal	
HANDICAP CONS	
Jerry Baugh	
Paul Orlandi	
Ron McGill	
DIV TWO MAIN	
Butch Rovelli	
Mike Ellis	
Greg Rew	

Atlantis Flat Track
Garden Grove, Calif.
Aug. 18, 1974
By Larry Lepley

PEE WEE BEG 1	
S. Brown	Ind
J. Nutter	Ind
D. Allred	Ind
PEE WEE BEG 2	
B. Dalmer	Ind
C. Hill	Ind
T. Truman	Ind
PEE WEE INT	
M. Legere	Ind
K. Kossuth	Ind
L. Stephenson	Ind
PEE WEE EX	
R. Dickinson	Ind
R. Smith	Ind
J. Allred	Ind
JR MINICYCLE	
P. Denis	Ind
R. Legere	Ind
A. Garcia	MR-50
MINIBIKE	
J. Runyard	Hon
R. Dickerson	Ind
C. Lepley	Tar
80 STOCK 6-8 YRS	
B. Kelley	Hon
T. Brown	Yam
P. Denis	Hon
60 STOCK 9-11 YRS	
D. Foley	Yam
P. Denis	Yam
D. Shusta	Yam
80 STOCK 9-11 YRS	
B. Fountain	YZ
J. Foley	Hon
K. Stephenson	Hon
80 STOCK 12 YRS-OVER	
W. Lowe	YZ
G. Fountain	YZ
V. Robledo	Hon
80 MOD 6-8 YRS	
B. Kelley	Hon
P. Denis	Hon
P. Smith	Hon
80 MOD 9-11 YRS	
B. Fountain	YZ
J. Foley	YZ
K. Stephenson	Hon
60 MOD 9-11 YRS	
L. Kossuth	Ind
D. Shusta	Yam
D. Akers	Yam
80 MOD OVER 12	
J. Lepley	Mus
D. Hughes	Hon
M. Diego	Yam
80 MOD OVER 12 YRS	
K. Moran	Ind
R. Wrobel	Hon
R. Hoffman	Hon
TROPHY DASH STOCK	
Warren Lowe	YZ
T.D. MODIFIED	
Kelly Moran	Ind

500cc World Championship MX
Paal, Belgium
Aug. 25, 1974

MOTO I	
Mikkola	Hus
Van Velthoven	Yam
Vanderbroeck	Hus
DeCoster	Suz
A. Massant	—
MOTO II	
Van Velthoven	Yam
DeCoster	Suz
Mikkola	Hus
Vandenbroeck	Hus
OVERALL	
Van Velthoven	Yam
Mikkola	Hus
DeCoster	Suz
Vandenbroeck	Hus

250cc World Championship MX
Schweiz, Switz.
Aug. 25, 1974

MOTO I	
Everts	Puc
Andersson	Yam
Falta	CZ
Maisch	Mai
Rahier	Suz
Rulev	KTM
Halm	CZ
Geboers	Suz
Vehkonen	Hus
Velky	CZ
MOTO II	
Everts	Puc
Maisch	Mai
T. Hansen	Kaw
G. Rahier	Suz
Sednik	CZ
Vehkonen	Hus
Pomeroy	Bul
Falta	CZ
Lerner	KTM
Guenther	—
FINAL 250 GP POSITIONS	
Moisseiev (KTM)	145
Falta (CZ)	139
Everts (Puc)	132
Hansen (Kaw)	101
Rahier (Suz)	96
Andersson (Yam)	81
Rulev (KTM)	75
Halm (CZ)	70
Maisch (Mai)	69
Geboers (Suz)	53

SRA Speedway
Bakersfield, Calif.
Aug. 28, 1974
by Dennis Greene

Larry Shaw	14
Rich MacMurray	10
Les Chanky	10
Alan Christian	10
Guy Waterson	10
Bruce Penhall	9
Troy McKee	7
Barclay Trehall	7
Bill Gray	7
Norm Denny	7
Mark Cherf	7
Phill Moon	6
Paul Orlandi	4
Bill Mesiter	4
Dale Stetler	4
Larry Moon	3
Brian Short	2

SRA Speedway
Costa Mesa, Calif.
Aug. 30, 1974
by D. Greene

SCRATCH MAIN	
Rick Woods	
Dan Becker	
Bill Cody	
Mike Bast	
HANDICAP MAIN	
Larry Shaw	
Mike Bast	
Bill Cody	
Dan Becker	
Keith Tennis	
Les Chanky	

SRA Speedway
Irwindale Rcwy.
Irwindale, Calif.
Aug. 29, 1974
by D. Greene

SCRATCH MAIN	
Mike Bast	
Sonny Nutter	
Jeff Sexton	
Ball Cody	
HANDICAP MAIN	
Bruce Penhall	
Mike Bast	
Steve Bast	
Brian Short	
Bill Gray	
Mike Konle	

SRA Speedway
Ventura, Calif.
Aug. 27, 1974
by D. Greene

SCRATCH MAIN	
Steve Bast	
Mike Curoso	
Jeff Sexton	
Mike Bast	
HANDICAP MAIN	
Jim Fishback	
Mike Muntean	
Mike Bast	
Mike Curoso	
Mike Konle	
Bob Schwartz	

S.A.M. MX
Saddleback Park
Orange, Calif.
Aug. 31, 1974
by Tom Corley

MINI BEG	
Pat Imbriale	Yam
Mike Rinaldi	Hon
John Birdsell	Hon
MINI JR	
Scott Thorwaldson	Yam
MINI INT	
John Gless	Hon
100 BEG	
Jim Odle	Yam
Perry Jenkins	Yam
100 JR	
Tony Gomez	Yam
Terry Clanton	Hon
Chris Grant	Yam
125 BEG	
Doug Kinney	Hon
Bobby Butts	Yam
Zach Halopoff	Hon
125 NOV	
Nick Hein	Hon
Tom Daversa	Hon
Kym Kirschenmann	Suz
125 JR	
Gregg Weston	Hon
Bob Gerbasi	Yam
Ron Stroner	Bul
125 INT	
Mike Johnson	Hon
Scott Clifton	Hon
Gene Maple	Hon
125 EX	
Jeff Henneke	Hon
Scot Clifton	Hon
Gene Maple	Hon
250 BEG	
Guy Coats	Hon
Don Day	Yam
Ralph Turney	CZ
250 NOV	
Ron Tebbs	Hon
Rodger Hill	Oss
Tim Hart	Bul
250 JR	
Mike Strode	CZ
250 INT	
Steve Pflug	CZ
Joel Grant	Kaw
Michael Glockner	Mon
250 EX	
John DeSoto	Oss
Jim Ruth	Mai
Mark Sullivan	Bul
500 BEG	
Brian Tomei	CZ
Jim Bailie	Hus
Dave England	Yam
500 NOV	
Jack Blackwell	Hus
500 JR	
Keith Martenson	CZ
David Packard	CZ
Charlie Trejo	Yam
500 INT	
Jim Beltnick	Mai
500 EX	
Mike Yorba	Mai
Steve Sticklin	Kaw
Tom Darrah	Mai

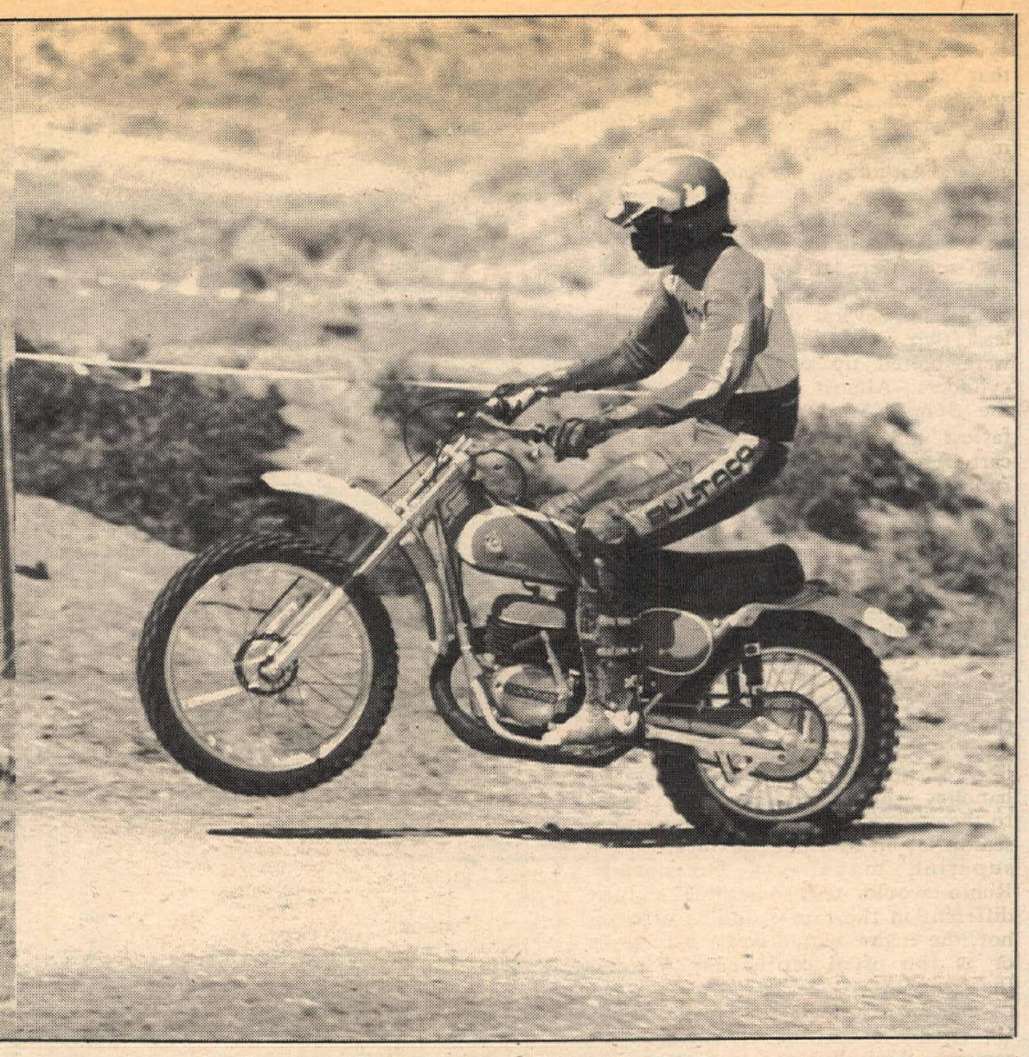
S.A.M. MX
Saddleback Park
Orange, Calif.
Aug. 17, 1974
By Tom Corey

MINI BEG	
John Birdsell	Hon
Darryl Crosby	Yam
MINI NOV	
Gregg Young	Hon
Tommy Komatsu	Hon
Barry Armgard	Hon
MINI EX	
John Gless	Hon
Todd Peterson	Hon
Don Van Tassel	Mon
100 BEG	
Larry DeSoto	Hon
Tom Norr	Hon
Phillip Settle	Ste
100 NOV	
Jon Hewitt	Yam
100 INT	
Mike Johnson	Hon
Tony Schuler	Bar
Gregg Toyama	Hon
125 BEG	
David Bender	Hon
Kym Kirschenmann	Suz
Doug Kinner	Hon
125 NOV	
Tom Daversa	Hon
Steve Norr	Hon
Cliff Breck	Hon
125 JR	
Ron Stroner	Bul
Luc Deley	Suz
Burt Wald	Suz
125 INT	
Dan Shumate	Suz
125 EX	
Cliff Lett	Hon
Jeff Henneke	Hon
Jonas Gaaf	Hon
250 BEG	
Dan Cather	Bul
John Coelman	Hon
James Barker	Kaw
250 NOV	
Ron Tebbs	Hon
Guy Olson	Hon
Russ Starck	Mon
250 JR	
Homer Hanna	Hon
Harry Shenk	Hus
Randy Lester	Mon
250 INT	
Joe Bonello	Bul
Ray Topham	Hon
Frank Bua Jr.	Yam
250 EX	
Pete Maly	CZ
Robert Hannah	CZ
Steve Russell	Mai
500 BEG	
Pete Vetrano	CZ
Dave England	Yam
500 NOV	
Pat Zaremba	BSA
Jack Blackwell	Hus
Jim Keaton	Hus
500 JR	
Gilbert Gonzales	Mai
Bob Wright	Mai
Bill Marion	Mai
500 INT	
Dick Smallwood	Mai
500 EX	
Steve Sullivan	Mai
Luke Messer	Mai
Alan Kent	Mai

Observed Trials
ITA
Saddleback, Calif.
Aug. 25, 1974

SUPPORT CLASS	
Greg Lersch	Bul
Marvin Russell	Bul
AM CLASS	
Paul Williams	Bul
Rick Tillett	Oss
Leo Eaton	Mon
NOV CLASS	
Mike Meade	Hon
Al Roper	Suz
Marty Argo	Oss
BEG CLASS	
Chuck Johnston	Bul
Billy Sammons	Yam
Richard Ybanez	Yam

To be ridden well, the Pursang should be ridden standing up. The low CG and overall low weight invite all sorts of confidence-building body corrections.



Touching down after jumps resulted in no unsettling tendencies from the Pursang. Straight and true. Like always, be on the throttle.

Bultaco MK VII Pursang:

You think you know something about the Bultaco by now? I doubt it.

By John Huetter

Most of you reading this newspaper have also read, by this time, a lot of words in other publications about the 1974 Bultaco

Pursang 250, designated by the factory as the Mark VII model and designated, incorrectly, by the motorcycle press and many other enthusiasts as the "Jim Pomeroy Replica." A good deal of what you have read is not true. This in itself should not surprise you since so much of what is written about the qualities and performance of any motorcycle is, to some degree or other, not true. But this particular machine, built for racing motocross, seems to have produced more speculation, unbased conclusions, and evaluations that were either overdrawn or incomplete than any other motorcycle of its type in a long, long while. The reason for this is that writers focused on the contention that it's the one Jim used to win the 1973 250 Spanish GP. It is actually less, and more.

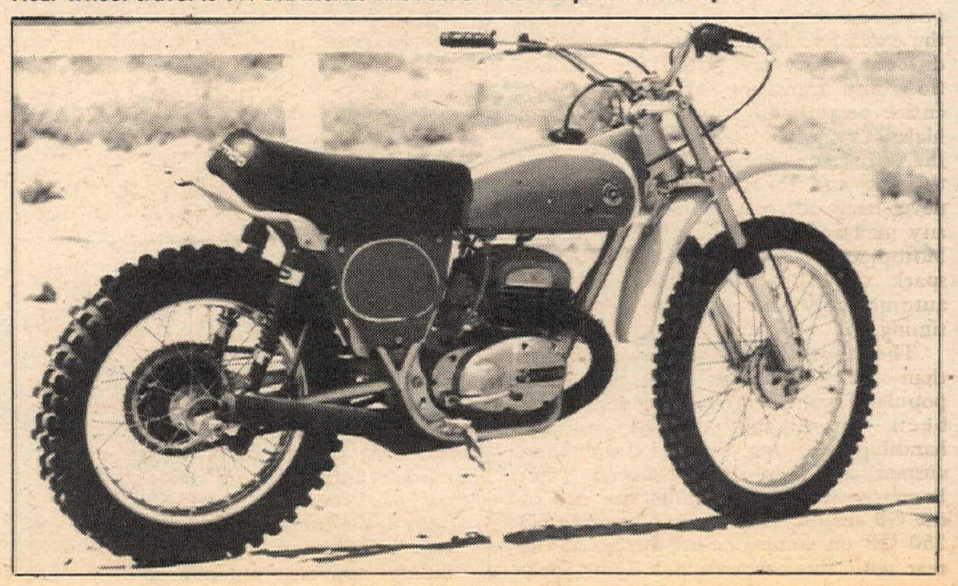
This account of a few weeks' exposure to one example of the model, provided by Bultaco's Western rep, Mike Hannon, was going to be an effort to tell the truth about this motocross bike but that quality, as always, proved too elusive a concept to maintain with an integrity throughout even the simplest of off-road and racing motorcycle tests. We'll have to settle for an account of how the machine you ride evolved during the 1973 Grand Prix season for the 250cc Motocross World Championship from the various bikes that Jim Pomeroy rode in competition to the bike you purchase stock from a Bultaco dealer in the U.S. Personal observation is always subject to both perceptual and conceptual error, but this is the way I saw it or had it told to me by "the factory," by the mechanics, and by Jim Pomeroy. All of them contributed to making the 250 Pursang (and to a lesser extent, the other displacement models) the machine the motorcycle-racing public is buying today.

First off, the Mk VII Pursang is not a "Jim Pomeroy Replica." Jim specifically requested the Bultaco factory not name a bike after him until he had won the World Championship, or at least placed in the top five (He was seventh last year). The factory never called it a "JPR." With good reason: it isn't. The Bultaco you can buy, or already bought this year is not a replica of the Grand Prix-winning Pursang of '73. In most ways, it's better but, for openers, Jim's bikes always sported red fiberglass tank and side panels with white nylon fenders. Your 1974½ Mk VII doesn't.

The engine that was in Jim's 250 when the evolution of the Mk VII began was assembled from the bins of the factory competition section, then bolted into an American-built chrome-moly frame that proved too brittle. The frame was soon replaced with a Spanish-built soft model that didn't crack and that worked out. But it seemed no matter what the factory did with that engine, something went wrong. Most of the GP engines turned out to be stock and standard motors with normal cranks and the expected seven ports.

What made the Bultaco GP engines special, at times the fastest in Europe, were the hours spent during the long, gray, wet afternoons in Marcel Wiertz's shop near Verviers, Belgium where first, Rubio, and at the end of the year, Arnie, carefully inspected, mated, and assembled the motors. There were no

The Spanish retain the ability to construct beautiful, fluid racing machines. The Bultaco retains the right side shift, the last motocrosser, to our knowledge, to do so. Rear wheel travel is 5¼-5½ inches with stock rear suspension set-up.



horrendous porting jobs on the cylinders of the GP bikes. It wasn't clear that Marcel even had a porting tool amongst the confusingly vast array of machinery in his shop – an item that most American tuners would have gotten withdrawl symptoms without. Marcel usually built his own engines which set new standards for power and reliability in a Bultaco 250.

These were the days, also, when carburetion was sorted out. Several sizes of Mikuni, several sizes of Bing, and at least two sizes of Spanish Amal carbs were bolted up to the back of the cylinders. Almost without exception, the 36mm Amal made the bike run fastest and cleanest. This is the same carburetor right down to the little rubber mud guard which appears on the production bikes. Marcel sometimes used to favor a 36mm Bing on his bike for reasons which he only smiled about. He was cautious about sneaking his GP bike back in the van or under a tarp whenever any of the Bulto family were visiting a circuit, since the Bing made it not to factory specs.

Besides, let's face it, Jim had never ridden anything but standard bikes up until last year and knew only that he liked them pretty well for power and handling while Marcel had finally come to the realization that the limitation last season lay in him and not in his often superior machinery. Occasionally, Rubio would try something a little different in the motor and as often as not, the engine would go back to stock or as Jim often proclaimed, "Slower than stock!"

The result after a full season on the GP circuit is that the new GP engine remains basically the same as the standard '73 engine and that the engine in the Mk VII is the same seven-port as last year with a heavier flywheel and, most importantly, a new pipe. Both combine to make the production bike growl rather than scream.

The head seemed to get the most serious re-working, internally and externally. The squish area was smoothed out and the actual volume lessened. Compression ratio got pushed up to a hefty 12:1. Breaking of the frames at the front motor mount from downward hammering and vibration was even more crucial with the new chrome-moly steel frames so the headstays were looked at very carefully. The result was a design change focused on reinforcement of the head-to-frame brace to prevent cracking through engine vibration. The design principle, but not the exact item, carried over into production bike manufacture. With most 250 machines at the classical 246cc size, the Pursang remained an undersquare 244cc.

The carefully assembled but basically stock engines from the GP bikes with unsilenced works expansion chambers produced between 30 and 32 actual horsepower. One of the mass-produced engines with no special attention save to be carbureted correctly, running with the standard silenced "torque" pipe, will produce an *actual* 27-28 horsepower, more than enough to win and, if you're being honest with yourself, you know it. An extra couple of ponies can be achieved mainly by careful matching and polishing where it counts and jetting the Amal just right for your racing conditions. Unless you're on the AMA pro circuit, it's not the extra two horses that will make the difference anyway. It is the smooth flow and transition of this Pursang's entire powerband from low to mid to high RPM range running that will make the difference, along with the individual twisting and throttle. The Bultaco has never been out of the motocross race in any meaningful sense. It still isn't. The Motoplat electronic ignition, feeding spark to a Bosch platinum tip plug, automatically advanced to keep the timing on.

The control of the power, rather than the mid-range rush of some popular Japanese models, seems to have been intentionally mated to the handling resulting from a frame and suspension that *are* exactly what Pomeroy was riding on by the end of the GP season. He had won the Spanish 250 GP on some one-off Betors at the rear with the conventional Betor forks providing slightly less than six inches of incredibly smooth, progressive travel on the front. The guy at the Betor factory could never remember how to build those shocks again; lost his design charts or something, so that the final damper choice became the production Telescos which were lighter and maintained their damping characteristics for most riders throughout a 45-minute moto, even though they were thought to be slightly inferior in performance to the Betors during the first 10 or 15 minutes of operation.

Arrayed in a fine selection of his company's personal gear, Bul rep Mike Hannon points the Pursang away from a berm he's just used up. It looks like he knows what he's doing.

It got to the point by the end of the season where Oriol Bulto, factory competition manager, was carrying a suitcase of damper units and springs to each GP to be tried out in training after the feedback of the previous week's race. The result was the standard suspension: Betor in front, which was the envy of nearly every other rider on the GP circuit, and the Telescos at the rear which maintained their advantage of reliability except for an occasional flawed damper unit.

Jim arrived for the Motocross des Nations in Switzerland with KONIs available for his prototype 400 Bultaco. We played around with damping settings and spring rates and ended up with a rear suspension that worked acceptably and, best of all, lasted for 90 minutes. The decision on a production shock rested on the fact that Telescos are made in Spain and, needless to say, the Telesco factory was eager to cooperate with Bultaco, also based in Spain. The Telescos that arrived on the 1974-½ model Pursangs were equipped with nylon mud covers and 55 pounds-per-inch springs and they work very well indeed, with no bottoming or fading apparent in our shorter U.S. motos. The Betors never leaked, never kicked back after landings, never topped or bottomed, never were anything but excellent in performance. Racing had reinforced, if not improved, the breed.

The swingarm, now very light being a chrome-moly product, has a different, presumably more effective reinforcing brace ahead of the wheel and heavier gusseting at the rear bottom shock mounting positions. The overall Mk VII suspension is the best in stock form of any of the 1974 model motocross machines. We except the new-frame Pentons introduced after mid-year and the excess of rear suspension modifications on production bikes encountered this year.

The Pursang encourages you to ride the way you see Pomeroy and, to a lesser extent other Bultaco pros like Zahrt, ride. Stand up, be on the throttle nearly all the time and when you corner, get your weight way up over the front wheel, forcing it down, in, and out of the turn. You steer it out with the wide, low bars rather than slide wastefully and find yourself using every gear but first to keep the 250 buzzing.

The increased seat height makes it less fatiguing to go from the sitting to standing mode. You shouldn't be on the pad very much anyhow with this machine. Keep your weight on the pegs. All during the GP season, Jim and Marcel's Bultacos had conventional seats which, many remember, gave you the feeling of sitting down inside the machine and were so soft that the fender continually smacked your leathers; often distractingly and painfully.

By the end of the season, Jim had had enough of this. When he got to Barcelona and saw that his 400s for the Motocross des Nations were to be equipped with the same standard 1972-73 seats, he blew up. He does that a lot around the factory. He was told there was no time to design new seats which indeed may have been true. (There are less than half a dozen competition design engineers at Bultaco, which in the development of truly great or distinctive racing machinery I count as a definite advantage. For success, look at Lyons and Jaguar, Ferrari and Ferrari, or Uhlenhaut and Mercedes. There are too many negative examples to list though Detroit comes to mind a lot.)

So Jim storms over to the seat factory and finds the lightest seat base, the firmest foam, and the nicest leather he can get his hands on in 15 minutes of yelling and looking and builds a seat – this time with some help from Arnie, who had come over for the last three GPs. The seat shop then built two that afternoon. Those two were on the Motocross des Nations bikes and exact replicas of those seats are on the Mk VII Pursangs. Everybody agrees they're a big, big improvement. The new seats, at least, could have "Jim Pomeroy Replica" stamped on them, if it mattered. They are high, firm, supporting, and narrow.

Where the factory really came through is the wheels. There are very small, very light duraluminum hubs with cast-in brake linings. The shoulderless Akront rims have thicker walls now than the very early models (which are probably no longer around or available) and are virtually ding-proof. To keep tires from spinning at the low pressures generally used, came a trick derived

Continued on page 42

Fiction

Machine dream

By Rex William Reese

The RPMs built as he came out of the turn and onto the straight. With the throttle wide open, the man/machine blitzed on down at 180 MPH. The wind screamed, and poured over the fairing, rushing and filling every conscious sense and surface every moment as the racer flowed through the atmosphere.

The next turn was coming, and he set up for it as he approached. Brake. Gear down. He leaned it over until the footpeg kissed the asphalt surface. Keeping the revs up, he exited the turn and poured it on again down another long straight.

Through the esses, it was like a smooth dance at speed, a graceful calculated rhythm to the tight turns. He needn't worry about racing anymore, he had smoked the pack, and was in no danger of being caught.

Last turn. He blasted out, coming up on his rear wheel, and headed for the finish where the checkered flag and all the accoutrements of victory awaited.

As the racer sped for the line, the flagman began to wave the checkered flag wildly. The checks and folds became a living thing with each flourish. The closer he came to the line, the wilder the flag was waved. He passed the line, almost knocking the flagman over. The last thing he saw was a corner of the flag whipping over the fairing very. *very* slowly. Each black and white square could be seen clearly, as he saw his life transpire in it as the flag passed over. After several ages, the sky resumed and the bright sun glared, only to fall into the sea as the stars took its place.

Mark was no longer on his road racer, but in a cloud instead. He yawned a couple of times. Blinked. He was really

in bed. The real world was back. But was it really *real?* Or but another dream?

"Mark," reality it was. "Are you awake?"

"Yeah, afraid I am. Forgot to turn on the gas last night; so I dropped some acid instead."

"Very funny. You were racing again last night."

"Yeah . . . I know."

Adrianne turned on the water for Mark's whirlpool bath. She came out of the bathroom briefly to look into her husband's room where he was already reading a motorcycle magazine.

"How are you?" He didn't look up. She went down the hall, opened the closet door, and rolled out Mark's wheel chair.

Almost a year before, he had become stricken with a spinal paralysis that had left the lower half of his body useless. Before that, he used to race. Motocross, road racing, TT, anything. He saw himself as a racing gourmet as opposed to a competitor. To him, motocross was a fast dance while road racing would be a graceful ballet. Adrianne had kept the thought darkly in the back of her mind that someday Mark would kill himself in his wild affairs with motorcycles. Why couldn't he cheat on his wife like most husbands? Of all the hazards involved that had been faced, no thought had been given to the destructive power of a microscopic virus.

"Ready for your bathy-poo?" She playfully announced as she returned to the bedroom with the wheelchair.

"Wait a sec until I'm finished with this article here." Mark didn't care to be interrupted when reading; it was his *fix* as dreaming was also.

"I'll be back in a second, and you better be ready."

"Oh, really?"

"If you don't want to look like a vegetable, you're going to have to get some circulation in those legs. And since you're not totally paralyzed below the waist, I've got some special therapy for you after your whirlpool."

She retreated into the bathroom and turned off the water in the bath tub. When she returned to Mark, he had obediently gotten out of bed and was waiting for her, sitting in his wheelchair, still reading.

"Today, *ve* are going to half a little bath," Adrianne announced, trying to be cheerful. Mark began to play along a little.

"Ya?" he replied.

"Und after dot, ve is going to half a little massage."

"*Ya?*"

"Und after dot," she then broke her character, "I'm going to get your mind off of motorcycles."

She helped him off with his pajamas, and then into the tub. She turned on the whirlpool. "How do you like that? Feel okay?"

"Yeah, okay. Where's my mag?"

"Right here, Dumbo. Do you think I can trust you for a minute while I'm away?"

"Sure, I'm not going to play submarine, if that's what you're thinking. Where are you going?"

"The Circle K down the block," she assured him with her words; that's what he needed most, assurance. "I have to pick up a few things. Do you want anything?"

"Anything I haven't read. There's supposed to be a great article on Daytona in *Cycle World.*" Adrianne winced.

"Anything else?"

"Get me this week's *Cycle News.*"

"Are you sure you don't want *Playboy, Penthouse,* or something like that?"

"No."

"I'll be back then." She left him in the whirlpool, and a few moments later, the front door shut.

Mark settled into the bubbling noises of the whirlpool and resumed his racing. That's the only thing he liked about the whirlpool: It reminded him of the distant buzzing that he came to associate with a road racer's engine heard from far away.

Gently and gradually, the distortion of reality mixed with imagination began to take hold.

Race! I want to race so much, I can feel it.

The speed and the rushing air flowing. The inseparable spiritual bond between man and machine. Rev. Shift. Lean it into the turn. Come through and pull down the straight. The swift ballet began to play through his mind.

The whirlpool soothed him on as he drifted between the real and unreal, between one world and the next. Was this reality? Was it the end of one race and the beginning of another, more infinite? At times, he felt that death was the beginning of the ultimate race, one that couldn't be comprehended or measured with only the stars to race against.

In this life, he would never race again; in the next, he could race on forever. He settled himself beneath the flowing whirlpoool waters and prepared for the longest journey his soul would ever experience. Some water spilled over the tub's edge and onto the tile floor.

He was moving once again, this time beyond all material and physical boundaries. He was feeling again the speed and the flowing wind as the race began. The stars faded away with the old world and all its old realities; the sun rose up and brought with it the new. Mark was racing again. This time, forever. •

CMC MX: Sudden seizures and broken bikes watch Smith win

By Alan Shepherd

CARLSBAD, CAL., AUG. 25

Team Honda came through the victor in the CMC 125 and 250cc Pro classes at Carlsbad Raceway today while a local Maico privateer came through with the ace in the 500s.

In fact, it was a clean sweep for Honda in the 125s. Marty Smith (Who else?) made a great comeback in the first race to win and then got a better start in the second and had little trouble. In the first moto, both Smith and Billy Urban were dicing it out for last as they rounded the first few turns with Mike Bell up front in the lead. It didn't take long for Urban and Smith to make themselves felt in the large pack as they started picking off riders right and left.

On about the eighth lap, Smith took over the lead with Bell dropping back into second, a solid second, with Jeff Foland getting by Urban for third. Urban's bike was having problems and his early pace had slackened.

With less than half a lap to go, Bell's machine suddenly seized and he eventually got credited with a ninth.

The track was certainly taking its toll on the riders today, with broken frames, swingarms, hubs, a fistfull of bent spokes and rims, which is the main reason Bell could push across in ninth.

Again with Bell in the lead at the start of the second moto, Smith closed in for the kill on about lap seven, took over and built it to a 23 second advantage in the remaining four laps.

Bell, meanwhile, held second with Urban third and Foland fourth. That 9th had done its damage, though, and Foland earned second Overall while Urban was third. Bell was fourth on points.

Over in the 250s, there was little doubt as to the outcome. Gaylon Mosier (Hon) led every inch of the way in both races. For second through sixth it was all up in the air and it settled around the battle for third in the remaining few laps of the final.

Ray Topham (Mai) was holding down second with Bob Elliott (Hus) in third. Out of nowhere came Mitch Mayes (Hus) and with just slightly more than a lap to go, he was right on Elliott's tail. But, Bob held him off to the checkered. Mayes got sixth Overall. Had he passed Elliott, there would have been a five-way tie for second and he would have had third Overall based on best final moto finishes. And, in that case, Topham would have taken second.

As it was, Elliott grabbed runnerup, Topham third, Rob Raymer (Mai) fourth and Jim Cooke (Kaw) fifth. Topham, Raymer and Cooke each had eight points, Elliott seven and Mayes nine. Tight racing?

Local rider Jeff Borden from Oceanside cashed in on his Maico with the 500cc Pro Overall with Ron Blanton (Bul) taking second although tied on points. Bill Shephard (Mai) won the first round from Mark Rodman (Yam), but both were left out of the Overall. Rodman's chain came off twice in the first race and he called it a day and Shepard had the spark plug blow out on the first lap of the second moto. As he pulled off the track, he got centerpunched by Bill Booth (Kaw).

That left Borden and Blanton to battle it out and they took one-two in the final. Rick Blom (Hus) was third with a fifth and fourth. •

ANDY HAYT

Tommy Croft flies his Hodaka at South Bay Speedway's CMC motocross on August 21. When he races further north, his mount is a Franks-framed Honda, otherwise known as a "Franda."

MIKE McKIBBEN

When radio station KFMB decided to raise money for Muscular Dystrophy charities in the San Diego, California area, they included in their plans a DJs versus Experts MX at South Bay Speedway. Here the "racers" line up – Bobby Righ (DJ), Clark Anthony (DJ), Chip Howell and Mike Stephanson (hotshoes), Don Wilson (owner Chula Vista Suzuki), Tommy Huast (Muscular Dystrophy poster boy), and Skip Conover (DJ).

INDIAN DUNES

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Valley Cycle Park
Motocross & TT Scrambles
Every Sunday
Fillmore Fwy & Tierra Rejada Road
Moorpark, CA (805) 529-9546

Who did how? Read Results.

CRC Family Fun
Strawberry Hare Scrambles Sept 8
Red Mountain
9 AM start 2x25 miles Beg-Nov-Jr-Ex
30% Trophies & Pins Photos
No membership required
Starts new four month Desert Point Series toward earned numbers and giant 4 foot trophies.
info: 714-688-1291

Carlsbad Team Race
September 15
International Track
8 am Practice, 10 am 0-125cc
12 Noon Practice, 1 pm 250cc-Open
30% Trophies to Sportsman. Cash payback to Seniors. Sportsman $7, Seniors $10. No Membership Required. 2 riders ride one or two bikes. 2 hour races.
714-689-6114 (days)

NRA Motocross
September 15
Indian Dunes
New International Course
30% Trophies to Sportsman
Cash to Pros No Membership Req.
714-688-1291
805-259-8000

2nd Annual
Cock's Crow Family Enduro
Sun. Sept. 22
Stoddard Valley
CRC 714-688-1291

When in doubt, gassit!

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

On Any Sunday

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

TT SCRAMBLES
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. No cards rqd., all classes. Must have sil. & number plts. Ex. p.b. Prac. 9 a.m., race 10. 805/529-9546.

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. 213/921-5466 or 714/689-0871. See also indiv. date listing.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy El Toro exit, E. 13 mi. First day through Open classes, memb. rqd. Open 7 a.m., race 9. 714/586-7964

OPEN SPEEDWAY PRACTICE
El Toro Spdwy., Calif. I-405 El Toro exit. 10 a.m. — 3 p.m. open prac. for Speedway riders, $3 all day per bike. 714/530-0324.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

1st & 3rd Sunday

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave. btw. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

Every Tuesday

CLASS A SPEEDWAY
Ventura Co. Fgds., off Ventura Fwy. Open 6:30 p.m., race 8:15.

OPEN MX PRACTICE
Saddleback's Rcwy. at OCIR, Irvine, CA. $2 per bike. Open 10 a.m., close 5 p.m. 714/559-0581.

Every Wednesday

R.A.C.E. SHORT TRACK & TT
Corona Rcwy., Corona, CA. off Hwy 91. Entry $5 one event, $7 two. 7:30 p.m. start. 714/735-1705.

NITE TT & SHORT TRACK
El Toro Spdwy., Calif. I-405 to El Toro exit. Minis thru Open. Gates open 5 p.m., race 7:30. 714/530-0324.

TT, FLAT TRACK
Seattle Int'l. Rcwy., 5 mi. E. of Auburn, WA on Hwy 18. 3/8 mi., 1 jump arena. Class C tract. rqd. Open 5 p.m., race 7.

CMC NITE MX
Ascot, Gardena, CA. Rider med. cov. 200% pro p.b., Jr/Int. ride 3 motos, mini class (-16). $5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 213/321-1610 or 323-9710.

CMC NITE MX
South Bay Pk. Spwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30. 714/420-7414.

Every Thursday

CLASS A SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Spectators $3/$2/$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

Every Friday

CLASS A SPEEDWAY
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

CMC NITE MX
Irwindale Rcwy., Irwindale, CA. Entry $5. 200% pro p.b. Open 4:30 p.m., race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

Every Saturday

D-36 NIGHT SCRAMBLES
Fremont Rcwy., Durham Rd. off Nimitz Fwy., Fremont, CA. Class C tract., sil. 7 k.b. rqd. All classes, no minis. Open 4 p.m., race 6:30. 415/327-4461. Runs through Sept. 28.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Hwy 71 & Lugona Av. $1.50 watch. $3 ride, Sil. rqd. Camp free & prac. Sunday $1.50. Sign 6 p.m, race 8. 714/826-2386 or 674-3658.

MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

D-31 NITE MX
Arizona Desert Rcwy., 9 mi. W. of Avondale, Az. on Hwy 80 to Airport Rd. $500 Ex. purse, 1½ mi. lap. Prac. 5:30 p.m., race 7. 602/252-1900.

MOTOCROSS
Rawhide Pk., E. of Elsinore, CA. Hwy 74. No memb. rqd., all classes, 100% brass, Race $5, watch $2. Sign 11 a.m., race 1 p.m. 714/689-0871.

TT SCRAMBLES
Perris Rcwy., Perris, CA. Must be over 18 with ID or have notary card on file. Sign 6:30 p.m., prac. 7:30. 714/657-3678.

S.A.M. MX
Saddleback Pk., Orange, CA. No memb., no mail entry. $6 post. Ex. 2 x 40 min. motos, others 3 x 20 min. 100% Ex. p.b. Open 7 a.m. 714/979-9233.

D-36 SEMI PRO NITE MOTOCROSS
Live Oak Rcwy., Live Oak, CA 9 mi. No. of Yuba City on Hwy. 99, W. on Pennington Rd., 2 blks. & No. to track. Lim. entry, Sil. & spark arr. rqd. Entrie to 541 Main St., Yuba City, CA 95991. Sign 4 p.m., race 6:30. 916/673-1090 or 673-7767. Runs Sat. nites thru Oct. 26.

MOTOCROSS
Tide Creek, 7 mi. No. of St. Helens, WA. Hwy 30. Prac. 1 p.m., race 2. 397-4490.

OPEN PRACTICE
MX & Spdwy., Saddleback's Rcwy., OCIR, Irvine, CA. Also Stu Morley Spdwy. sch. Open 10 a.m., close 5 p.m. 714/559-0581.

1974 Trans-AMA Motocross Schedule

Sept. 29	Copetown, Ontario, Canada
Oct. 6	Unadilla, New Berlin, NY
Oct. 13	Honda Hills, Linnville, OH
Oct. 20	Road Atlanta, Gainesville, GA
Oct. 27	Sports Stadium, Orlando, FL
Nov. 3	(Track TBA) St. Louis, MO
Nov. 10	Lake Whitney, Whitney, TX
Nov. 17	Puyallup Rcwy., Puyallup, WA
Nov. 24	Carnegie Pk., Livermore, CA
Dec. 1	Saddleback, Orange, CA

All races 500cc Int'l. Class, 250cc Support Class
AMA/FIM Sanction
Entry $12 Pre/$25 Post

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C tract., sil. rqd. Over 92 db, no ride. Sign 5 p.m., race 6:30. All classes & minis. 707/644-0741.

AMC NITE MX
Orange Cnty. Int'l. Rcwy., Irvine, CA. 200% Pro p.b., Entry $5, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 p.m., race 7:30. 714/532-3923.

CMC NITE SHORT TRACK
Triple M Spdwy., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rqd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

CMC NITE SCRAMBLES
West Capitol Spdwy., Sacramento, CA. Open tract., all classes & minis. 2 pitmen only, in whites. Open 4 p.m., race 8. 30% brass. 916/481-4488.

CMC NITE MX
Woodburn Dragstrip, 1½ mi. W. of Woodburn, Or. I-5 exit. 100% Ex. p.b. Open 5 p.m., race 7. 503/654-1369 or 982-4461.

CMC SPORTSMAN SHORT TRACK
Cycleland Spdwy., 14 mi. So. of Chico, CA, Hwy 99E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250/360. Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Biggies & Schedules

1974 AMA National Championships

9/8 M	Syracuse, NY
9/21 HM	Toledo, OH
9/29 M	Albany, CA
10/6 RR	Ontario, CA
10/12 HM	Gardena, CA

1974 AMA National Enduros

9/7-8	Jack Pine Lansing, MI
9/15	Kaw Valley Lawrence, KS
9/22	150 Mi. Alpine, NY
10/6	Black Coal Evansburg, IN
10/13	100 mi. Central Village, CT
10/27	Cotton Boll Amarillo, TX
11/3	125 Mi. Chckpt. MC Whittier, CA
11/10	125 Mi. Cadiz, KY
11/7	125 mi. Tulsa, OK
11/24	125 mi. Perry Mtn. Maplesville, AL
12/1	Steel Helmet Potosi, MO

AMA National Trials Champ.

10/20	Colo., R.M.T.A.
9/7	Mich., M.O.T.A.
10/26	Kansas, A.V.T.A.
10/27	Okla., N.O.T.A.

Pacific N.W. Road Race Schedule

9/15	Westwood B.C., Canada
9/29	Westwood B.C., Canada

1974 Y-AMA Mini National Championship

9/28 TT SCR Ruidoso, NM
11/28-29 MX Phoenix, AZ

1974 Moto-AMA Sidecar MX Series

10/6	Ravenna, OH
10/13	Whitney, TX
10/20	Moorpark, CA
10/27	McCleary, WA
11/3	Livermore, CA
11/10	Phoenix, AZ

AFM Road Races Provisional Sched.

9/8	Ontario
9/15	Laguna Seca
10/13	Sears Point
10/20	Riverside
11/3	Sears Point
11/9-10 or 11/16-17 (two day mtg.)	Ontario
11/24	Sears Point
12/8	Riverside

PNTA Trials Schedule

9/8	Reg. 3 Gold Bar, WA
9/22	Reg. 2 Local
10/6	Reg. 3 Bellingham, WA
10/6	SWAT Larch Mt., WA
10/13	Reg. 3 Open
10/20	Reg. 1 Henry Koepke Memorial Trail
10/27	Reg. 2 Local
11/10	Reg. 3 Open
11/17	SWAT Larch Mt., WA
12/8	Reg. 3 Open

Info: 503/656-4707, 636-6759, 649-4034

Schedule of Events 1974 Fremont M.C. Track

9/6	ST & Mini
9/7	SemiPro MX
9/13	ST & Mini
9/14	Scrambles
9/20	ST & Mini
9/21	Scrambles
9/28	Scrambles
10/11	Scrambles
10/12	SemiPro MX
10/18	Scrambles
10/19	SemiPro MX
10/25	SemiPro MX

1974 International Calendar

Trials

9/22	Czechoslovakia
9/29	Switzerland

Road Racing

9/8	Yugoslavia
9/22	Spain

September 5-6

EVEL KNIEVEL/AMA SNAKE RIVER MX
$100,000 purse. Twin Falls, Idaho. Qualifying motos Thurs. Sept. 5, race Fri., Sept. 6. Post entries after Aug. 19, $300, admits rider/mech/guest. Entries to AMA, P.O. Box 141, Westerville, Ohio 43081. Tkts. $25 all wk., limit 50,000.

Thursday, Sept. 5

HSMX SUMMER SERIES FINAL
Saddleback's Rcwy., OCIR, Irvine, CA. Hi point all classes, gas tanks, oil, surprise awards. 714/559-0580 or 559-0581.

Friday, Sept. 6

D-35 SCRAMBLES
Cor. Olive & Doyle Sts., Porterville, CA. 784-4564.

ASCOT AMA SHORT TRACK
Ascot, 18300 Vermont, Gardena, CA. Nov/Jr/Ex combined, ltwt. motorcycles. 8 p.m. start. 213/321-1610 or 323-9710.

D-36 NIGHT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Stockton Scramblers Hi Point Series. All classes & minis, Class C tract., Blk. plts. FREE. Sil. rqd. Sign 5 p.m., race 7:45. 209/951-0294.

September 7-8

AMA NAT'L. ENDURO
400 mi. Jack Pine, Lansing MC, P.O. Box 1293, Lansing, MI 48904.

Saturday, Sept. 7

AMA NAT'L. TRIAL
M.O.T.A. Michigan Round.

D-35 SCRAMBLES
Visalia Airport Arena, Visalia, CA. Mid-Cal. 805/734-0212.

D-37 CHAMP. TUG OF WAR
At Stump Jumpers HS signup area, limed E. from Lucerne, CA out Camp Rock Rd. Bring trunks or Bikinis, it's going to be WET in Lucerne Valley. Entry: One Six Pak Beer per team, winner take all. 714/778-6700.

NIGHT SHORT TRACK
Indio Fgds., Indio, CA. Hwy 111. Open tract., sptsmn brass, lst 3 pl., 200% Ex. p.b. rider med. cov. Sign 6 p.m., race 8:30. 714/398-0845.

Sunday, Sept. 8

AMA NAT'L. MILE — Syracuse, N.Y. $18,850 posted.

YUGOSLAV ROAD RACE GP

AMA NAT'L. 250/500cc MX — New Orleans, La.

D-36 SCRAMBLES
Point Richmond, CA foot of Garrard Blvd. All classes & minis, open tract., sil. rqd. Blk. plts. FREE. Sign 8 a.m., race 11. 415/235-6505.

WCT TRIALS
Santee Lakes nr. San Diego, CA. No. on Mission Gorge Rd. to Carlton Blvd., L. to Lake Cyn., Rt. on Settle Rd., follow arrows. Kids start 9 a.m., others 11. 714/284-7095.

D-36 TT SCRAMBLES
Carnegie Cycle Pk., Tesla Rd., nr. Livermore, CA. (Corral Hollow Rd. from Tracy). All classes & minis. Class C tract., gear high, Black plts. free. Open 9:30 a.m., race noon. 415/348-2230 or 447-9027.

CRC MX
Valley Cycle Pk. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

D-28 MOTOCROSS
W. Delta Pk., Portland, Or. Far West MC, 11919 SE Liebe, Portland, Or. 97216.

D-31 MX
Mayer Rcwy., Mayer, Az. Contact 2214 Heatherbrae Dr., Phoenix, Az. 86301. 602/240-0161.

AME MX
Spillway Park, Santa Maria, CA. Hwy 101 Broadway exit. 100% p.b. 805/937-4043 or 925-0940.

D-37 HARE SCRAMBLES
All new Shady Acres Race area, limed from Lucerne Valley, CA. 2 x 38.6 mi. loops, easy, quick, fun. Rescue 3. $4.75 entry, start 9 a.m. Stump Jumpers MC, 714/778-6700.

HARE & HOUND
Diamond Mill, Or. Hwy. 6, (Wilson Rvr. Hwy.) to Jones Crk. turnoff, follow markers. Same day results & brass, spark arr. rqd. Sign 9 a.m., race 11. Mt. Scott MC 503/292-1643.

AMC MOTOCROSS
Saddleback Park, Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. $3000 rider med. cov. 40% brass same day, 100% Ex. p.b. Open 6:30 a.m., prac. 7:30, race 9. Sil. rqd. 714/532-3923.

EDWARDS MX
Cor. Forbes Ave. & Lancaster Blvd., Edwards AFB, Calif. Same day brass, spectators free, $5 entry. Sign 8 a.m., race 10. Desert Wheels MC. 805/258-4250.

P.I.T.S. TRIALS
Rio Bravo Cycle Pk., Bakersfield, CA., 12 mi. E. on Hwy [illegible] Rt. side. Camping OK, [illegible]. All classes, spark arr. & sil. rqd. Sign 7:30 a.m., race 9. 805/325-4306.

CANCELLED

D-36 MOTOCROSS
Sand Hill Ranch, Camino Diablo nr. Livermore, CA. 30% brass, 100% Ex. p.b. Blue plt. pts. Open 7:30 a.m. race 9. No motors to start before 8. Sil. rqd. 415/689-6722 or 634-3328.

MOTOCROSS
Rawhide Pk., Hwy. 74 btw. Perris & Elsinore, CA. 30% brass, all classes. 100% Ex. p.b. Race 9 a.m. 714/963-4293.

D-27 SCRAMBLES
Brush Prairie, Wa. Lucky Spokes MC, P.O. Box 2062, Vancouver, WA 98661. 892-8472.

AMC MOTOCROSS
Saddleback Pk., Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. 30% brass same day, 100% Ex. p.b. Open 6:30 a.m., prac. 7:30, race 9. Sil. rqd. 714/532-3923.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9 a.m Memb. rqd. Mail Entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA

HILLCLIMB
$800 purse. De Anza Cycle Pk., Sunnymead, CA E of Riverside, Hwy 60 Theodore exit. Kill sw. & sil. rqd. Exhib. Class $10 entry, chains OK, pay $300/$200/$100. All others no chains, entry $5, brass + $$$. Free camping. Sign 7-9 a.m. 714/653-5840 or 653-2633 or 653-7979.

AFM ROAD RACE
Ontario Mtr. Spdwy., Ontario, CA. Cafe, Prod., GP, sidecar. AMA sanc. Spectators welcome. Entries $15 solo, $20 sidecar, $5 ex. class. Open 7:30 a.m., new riders sign before 8:30, race Noon. 714/675-2153 or 213/476-5302.

CRC STRAWBERRY HARE SCRAMBLES
Red Mtn., CA 9 a.m. start. 714/688-1291. 2 x 25 mi. loops, brass & pins. No memb. rqd., photos.

MOTOCROSS
Yachats River Races, 6 mi. E. of Yachats, Or. on Yachats Rvr. Rd. Sil., 3 plts. rqd., Parents consent under 18. 30% brass, 100% Ex. p.b. Prac. 9 a.m., race 11. 503/547-3254.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

SRAC TT SCRAMBLES
(State Championship) Berthoud, Co. 40 mi. No. of Denver on I-25. 30% brass, Ex. cash. Sign & prac. 10 a.m., race Noon 303/442-0930.

INDOOR SHORT TRACK
Klamath County Fgds., Klamath Falls, Or. Class C traction, silencers, 3 plates rqd. Open 4:30 p.m., prac. 5, race 6:30. 503/882-8571.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

Thursday, Sept. 12

LAND USE MTG. & TOUR
Kanab Dist. Advisory Board, leaving 9 a.m. from grocery store, Canonville, Ut. ORV area designations on agenda. Public must furnish own transp. for tour. To make oral statement, contact Board Chmn., c/o Dist. Mgr., BLM, P.O. Box 459, Kanab, UT 84741.

Friday, Sept. 13

D-36 SEMI PRO SHORT TRACK
Auburn Dist. Fgds., Auburn, CA. Pre-entry only, closes Aug. 29. $3.50, appl. & SASE to John R. Enterprises, 4300 Blackberry Hill, Auburn, CA 95603. No Class C Exp. Sil. rqd., Class C tract. Open 5 p.m., race 8. 916/885-4170.

ASCOT AMA SHORT TRACK
Ascot, 18300 Vermont, Gardena, CA. Nov/Jr/Ex combined, ltwt. motorcycles. 8 p.m. start. 213/321-1610 or 323-9710.

D-36 NIGHT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Stockton Scramblers Hi Point Series. All classes & minis, Class C tract., Blk. plts. FREE. Sil. rqd. Sign 5 p.m., race 7:45. 209/951-0294.

September 14-15

SRAC 4 HOUR ROAD RACE
Aspen Rcwy., Aspen, CO. Rt. 82 E. from Glenwood Sprs. about 35 mi. to Woody Crk., follow signs. All classes, Prod., Cafe, GP, sidecar, dirt bike. Camping at track. Sign 8 a.m. 303/761-4111 days, 778-8417 eve.

Saturday, Sept. 14

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

D-35 SCRAMBLES
Tulare Fgds., Tulare, CA. Tulare Trackmasters, 13485 Ave. 232, Tulare, CA 93274, 805/686-2371

D-36 NITE SCRAMBLES
Sonoma-Marin Fgds., Washington & Payran Sts. Petaluma, CA. Open tract., sil. rqd., all classes incl. minis. Sign 4 p.m., race 7:30. 707/762-8581.

Sunday, Sept. 15

AMA NAT'L. ENDURO — Kaw Valley, Lawrence, Ks.

MINI TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

CRC 714-688-1291

Rawhide Grand Prix — **Elsinore, Calif.** — **Sunday, Sept. 29**

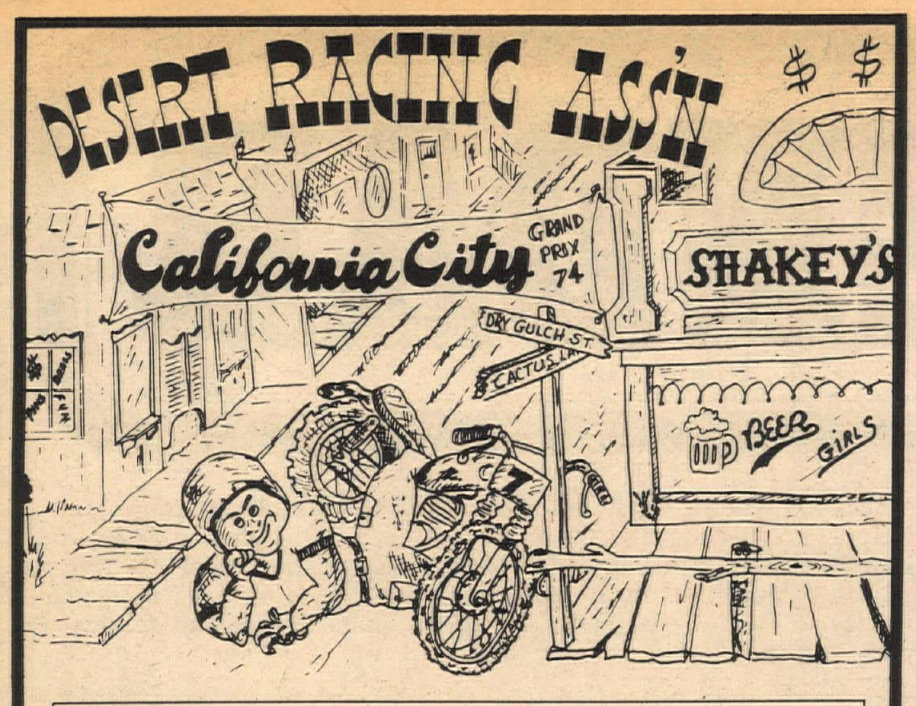
Each class races 2 hours. 30% Super Trophies & finisher pins. 4 ft. Club Participation trophy. Free overnight camping. Post entry $12. Long course — no pavement.

0-200cc	8:00 a.m.
250cc	10:30 a.m.
Open class	1:00 p.m.

Mail $10 and two Self Addressed Stamped Envelopes to: CRC, 6625 Dorinda, Riverside, CA 92503

Name _____ Age _____
Address _____
City _____ State _____ Zip _____
Make of Bike _____ Bike Serial Number _____
Class: Beg ____ Nov ____ Am ____ Ex ____ PP ____ Mini ____
cc's _____ Club _____
Signature _____
UNDER 18 NEED NOTARY!

Half Price to all Ensenada GP Entries



California City Grand Prix-74
(the last of the real Grands Prix)
SATURDAY, OCT. 5: All Beg-PP-Mini & 3-wheel (60 miles for Beg)
SUNDAY, OCT. 6: All Nov-Am-Ex (80 miles Nov, 100 miles Am-Ex)
1/3 Desert, 1/3 Trails, 1/3 Asphalt race in Desert & through town
Dual DRA points.
Cash, 20% Trophies, Pins.
Classes for cash: 0-200, 250 & Open $1000 in prize money
Ex – $100 1st, $50 1st in 3 classes
Am – $90 1st, $40 1st in 3 classes
Nov – $75 1st, $30 1st in 3 classes
Plus an additional $200 to 1st overall, $100 to 2nd overall, $75 to 3rd overall in Am-Ex
No money to Pie-Plate riders here.
Plus additional cash & contingency prizes. Money to Pie-Plate riders here.
Entries limited to 350 riders per race. Membership not req'd, but must have current classification card, either Desert, MX, Scrambles, etc. Send photocopy or ride Pie-Plate Expert. DRA MEMBERSHIP, $8 mid-year, Immediate Processing. Entry: $12 DRA Members, $14 non-members. Mail entry with 2 stamped self-addressed envelopes to:
DRA California City Grand Prix
P.O. Box 2605
Calif. City, CA 93505
Info: 714-373-4647

Application for Entry
DESERT RACING ASSOCIATION
CALIFORNIA CITY GRAND PRIX
DRA Riding No.

Name_____ Address_____
City_____ State_____ Zip_____ Phone_____ Age_____
RIDING CLASS (circle one) Beginner-Amateur-Novice-Expert-Powder Puff-Mini-3 wheel
Make and size of bike_____ Club_____

MOTORCYCLE RIDING IS A DANGEROUS ACTIVITY
So I hold **AT NO FAULT** the sponsors of this event, their agents or the landowners or managers of the land covered by the event for whatever property damage or injury that I may cause or incur. **I HEREBY CONSENT TO MEDICAL AID AND TRANSPORTATION** in case of injury **WITH COST OF SUCH AID OR TRANSPORTATION TO BE BORNE FULLY BY ME.**

Signed_____ Date_____
I have read and agree to all the above
Parent's Approval_____ (Required if entrant is under 18)

AFM Road Race
Laguna Seca Raceway
September 15
Grand Prix, Production & Side Car
Adults $4 Student - Military $2

CRC Family Fun
MOTOCROSS
New four month point series starts Sept. 1 at Rawhide
Best twelve of eighteen races toward numbers and giant 4 ft. trophies. Cash payback to pros. 30% trophies to sportsman classes (same day). Points towards earned numbers & championship trophies.
Sept. 8 – Valley Park
Sept. 15 – De Anza Park
Sept. 22 – Indian Dunes (Int'l. Track)
Sept. 29 – Rawhide Park (Grand Prix)
info: 714-688-1291
213-830-7519

WANTED
Professional Concessionaires
food games novelties
for California City Grand Prix
714-373-4647

IRWINDALE
RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

AMC
Race Schedule
Sept. 8 – Saddleback
Sept. 15 – Rawhide
Sept. 22 – Saddleback
Sept. 29 – Carlsbad
Info: 714-532-3923

CALENDAR

NRA MOTOCROSS
Indian Dunes, Valencia, CA. 30% brass same day, 100% Sr. p.b. No memb. rqd. All classes. 714/688-1291.

D-31 MX
Mayer Rcwy., Mayer, Az. Contact 2214 Heatherbrae Dr., Phoenix, Az. 86301. 602/240-0161.

D-36 MINI SHORT TRACK
Salinas Airport, Salinas, CA. Hwy 101 So. to Airport Blvd. Sign 9 a.m., race Noon. Monterey Bay Rams, 408/899-2401.

D-38 TEAM SCRAMBLES
Benefit for Mark Gooding. Manzanita, CA, arrowed from Live Oaks Store. All MX riders will use pie plates, solo riders OK. 5 mi. course. Sign 7-9 p.m. Sat. night, 6:30-8 a.m. Sun. Ex. race 9. Novice sign after Ex. start. All bikes to be impounded. Camping avail. 714/274-2098.

D-36 SPORTSMAN HALF-MILE
Reno Park, NV, 16 mi. No. of Reno on Hwy 395. Class C tract., leathers rqd. All classes. Sign 8 a.m., race 1 p.m. 702/972-8376.

DRA HARE SCRAMBLES
Limed from California City, CA. Golf course & from Hwy 395 17 mi. No. of Four Corners. 4/wh. rescue, photos, catering. 9 a.m. start. 714/373-4647.

D-36 TT SCRAMBLES
Carnegie Cycle Pk., Tesla Rd., nr. Livermore, CA. (Corral Hollow Rd. from Tracy). All classes & minis. Class C tract., gear high, Black plts. free. Open 9:30 a.m., race noon. 415/348-2230 or 447-9027.

CRC MX
De Anza Cycle Park, E. of Riverside, CA. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

D-27 HARE & HOUND
Mattawa, WA. Everett MC, P.O. Box 1062, Everett, WA 98201. 486-1779.

D-35 MOTOCROSS
Madera, CA. Pathfinders MC, 4307 E. Indianapolis, Fresno, CA 93726. 226-4939.

YAMAHA MX SCHOOL
Portland, Oregon. Instructors Karsmakers, Hart, Hartwig. Info: Steve Foitel. 714/522-9202.

MONTE CARLO UPHILL FIRE ROAD RACE
Carnegie Cycle Pk., Livermore, CA. D-36 rules. 125, 250, 500, Open, ride any two classes. Spark arr. rqd. timed by elec. clocks. Open tract. Prac 8:45-9:45 a.m., first rider 10 a.m. Campbell MC 408/251-3331.

MARATHON
Sand Hill Ranch, Camingo Diablo nr. Livermore, CA. No cards rqd., all classes. Open 7:30 a.m., no motors to start before 8. Sil. rqd. 415/689-6722 or 634-3328.

D-37 MOTOCROSS
Goleta, CA. nr. Santa Barbara, Hwy. 101 Los Carneros exit, track at W. end of airport. No minis. Entry $5 mail/post. Santa Barbara Starters, P.O. Box 1153, Goleta, CA 93017. Open 7:30 a.m. 805/967-5313.

C.T.A. TRIALS & SCHOOL
Saddleback, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A. P.O. Box 2023, Orange, CA 92669. Sign 8:30 a.m., school 9:30, trial 11:30.

AMC MOTOCROSS
Rawhide Pk., Elsinore, CA. Memb. entry $5/$10 Jr./Sr. non-memb. $2 ex. $3000 rider med. cov. Open 7 a.m. 714/532-3923.

D-37 HARE & HOUND
Lucerne Valley, CA. Limed from Y-cafe in Lucerne on Camp Rock Rd. 80 mi., new ground, designed for hot weather. Live hare. Start & pits in Lucerne, finish in Stoddard Wells. Super pins, Rescue 3. Prospectors MC 213/325-7651 day, 326-5179 night.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, Nv. Behind Stewart Indian School. All classes, blue plates ride free. Camping OK, plenty gas. Open 7 a.m., race 9. 702/882-5030.

AME MX
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 plts. rqd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

URA LITTLE TUFFY ENDURO
Red Mtn., CA off Trona Rd. 50 miles, not a family type run. Mail entry $8.50, closes Sept. 5. Teams, add $1/rider, clubs add $5/club. 6600 Gerald Ave., Van Nuys, CA. 91406. Post entry $10. First rider 7:01 a.m., 4 riders/minute. 213/988-2967.

AMA CLASS C HILLCLIMB
Jolly Rogers Club Grds., Seattle, WA. $400 purse. Jolly Rogers MC, 21211 Military Rd., S., Seattle, WA 98188.

AFM ROAD RACE
Laguna Seca, Monterey, CA. Prod. & GP. Pre-entry $15 solo, $5 ex. bike, closes Sept. 1. P.O. Box 705, Brisbane, CA. New riders must submit resume of road racing experience with entry. Info: 213/799-3237, 714/542-8610 or 408/374-1277.

Friday, Sept. 20

SWAP MEET
Motorcycle & Auto., Great Western Exhibit Ctr., Los Angeles, CA. Santa Ana Fwy at Atlantic on Eastern Ave. Selling spaces $5/$10. 6 p.m.-11. 213/588-0558.

D-36 NIGHT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Stockton Scramblers Hi Point Series. All classes & minis, Class C tract., Blk. plts. FREE. Sil. rqd. Sign 5 p.m., race 7:45. 209/951-0294.

AMA PRO HALF-MILE
Ascot, 18300 Vermont, Gardena, CA. Full Nov/Jr/Ex half-mi. program. 8 p.m. start. 213/321-1610 or 323-9710.

Saturday, Sept. 21

AMA NAT'L. HALF-MILE (NITE)
Toledo Rcwy. Pk., Toledo, Ohio. $16,000 posted.

SO. IDAHO MINI CHAMPIONSHIP
Wood Rvr. track 4 mi. W. of Hailey, Idaho. 40% brass, all classes plus 125/250/Open Nov. Camping avail. Sign 9 a.m., race Noo. 788-4166 or 788-4654.

INDOOR SHORT TRACK
Klamath County Fgds., Klamath Falls, Or. Class C traction, silencers, 3 plates rqd. Open 4:30 p.m., prac. 5, race 6:30. 503/882-8571.

COYOTE CHASE NITE ENDURO
Lucerne Valley, CA area, limed from Lucerne fire sta. 80 mi. non-points nite ride. Entry $7.50, any blank, 2 SASE. Chaparrals MC, P.O. Box 1004, Los Alamitos, CA 90720. Entries close Sept. 8, dwg. Sept. 11. First rider out 9:01 p.m. 213/430-3326 or 714/528-3007.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

NIGHT SHORT TRACK
Indio Fgds., Indio, CA. Hwy 111. Open tract., sptsmn brass, lst 3 pl., 200% Ex. p.b. rider med. cov. Sign 6 p.m., race 8:30. 714/398-0845.

D-36 NITE SCRAMBLES
Sonoma-Marin Fgds. Washington & Payran Sts. Petaluma, CA. Open tract., sil. rqd., all classes incl. minis. Sign 4 p.m., race 7:30. 707/762-8581.

D-35 SCRAMBLES
Tulare Fgds., Tulare, CA. Tulare Trackmasters, 13485 Ave. 232, Tulare, CA 93274, 805/686-2371.

Sunday, Sept. 22

AMA NATIONAL HALF-MILE CAMEL PRO SERIES
Terre Haute, Ind. Resched. rain date.

ASPEN ALPINE ENDURO
Start at Holiday Inn, Aspen, Colo. 120 mi., 8,000 to 12,500 ft. altitude. Pre-entry $15 closes Sept. 17. 1452 Poplar, Denver, Co. 80220. Key time 7 a.m. 303/322-3156.

CRC COCK'S CROW FAMILY ENDURO
Stoddard Valley, CA. No memb. rqd. 6625 Dorinda, Riverside, CA 92503. 714/688-1291.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. $1000 purse for Experts, other classes run the same. Sign 7 a.m., race 9. San Diego Fwy., El Toro exit, E. 13 mi. 714/586-7964.

STAN YANKE MEMORIAL MX
Wood Rvr. Track 4 mi. W. of Hailey, Idaho. $1,000 Ex. purse. 125/250/Open classes. Camping avail. Sign 9 a.m., race Noon. 788-4166 or 788-4654.

SRAC PRO MX & MINIBIKE STATE CHAMPIONSHIP
Devils Head Rcwy., So. of Denver, Co. on I-25 to Castle Rock Exit & follow signs. Brass for minis, $800 min. p.b. to Ex. Open 9 a.m., race 11. 303/494-7303.

D-36 SEMI PRO MX
Santa Cruz Cnty. Fgds., Hecker Pass Rd., Watsonville, CA. All classes, incl. puff, OTs, hacks. 100% Ex. p.b., 30% brass. Sign 6:30 a.m., race 9:30. Ridgerunners 408/475-3619.

D-37 HARE SCRAMBLES
Cuddyback Lake, CA. Limed from 4 Corners. 38 mi., Trail Nov. all way. Fin. pins, club part. trophy, Rescue 3. 9 a.m. start. 714/842-3092.

D-35 MOTOCROSS
Spillway Pk., Santa Maria, CA. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043 or 925-0940.

CRC MOTOCROSS
Indian Dunes. 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

SRAC/MRA ROAD RACE
Adams Cnty. Fgds., Denver, Co. Come early. Sign 8 a.m., race 1 p.m. 303/934-0372.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m., $5 trials, $2 school. Box 2313, Orange, CA. 92669.

D-27 SCRAMBLES
Brush Prairie, Wa. Lucky Spokes MC, P.O. Box 2062, Vancouver, WA 98661. 892-8472.

D-31 MX
Mayer Rcwy., Mayer, Az. Contact 2214 Heatherbrae Dr., Phoenix, Az. 86301. 602/240-0161.

MOTOCROSS
Yachats River Races, 6 mi. E. of Yachats, Or. on Yachats Rvr. Rd. Sil., 3 plts. rqd., Parents consent under 18. 30% brass, 100% Ex. p.b. Prac. 9 a.m., race 11. 503/547-3254.

NRA MOTOCROSS
Valley Cycle Pk., Moorpark, CA. 30% brass same day. 100% Sr. p.b. No memb. rqd. All classes. 714/688-1291.

EDWARDS MX
Cor. Forbes Ave. & Lancaster Blvd., Edwards AFB, Calif. Same day brass, spectators free, $4 entry. Sign 8 a.m., race 10. Desert Wheels MC. 805/258-4025.

CRC MX
Indian Dunes. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

MINI TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

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AMC MX
Saddleback Park, Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. $3000 rider med. cov. 30% brass same day, 100% Ex. p.b. Open 6:30 a.m., prace. 7:30, race 9. Sil. rqd. 714/532-3923.

September 23-29

CALIFORNIA STATE MOTORCYCLE WEEK
Go ride a motorcycle.

September 25-29

ASPENCADE RALLY
4th Annual, parade, BBQ, mini championship races. Til Thompson, P.O. Box 970, Ruidoso, N.M. 88345.

September 27-29

S.C.O.R.E. AC-DELCO OFF ROAD RACE
Riverside Rcwy., E. of Riverside, CA. Hwy 60. $50,000 guar. purse. Bikes run separate course from 4-wheelers. Prac. Fri., qualify Sat., 4 main events Sun. 213/437-0466.

Friday, Sept. 27

D-35 SCRAMBLES
Cor. Olive & Doyle Sts., Porterville, CA. 784-4564.

LIME RUN
Start Oceanside H-D, San Diego Cnty. Road Riders. 714/748-3637 or 748-1754.

D-36 NIGHT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Stockton Scramblers Hi Point Series. All classes & minis, Class C tract., Blk. plts. FREE. Sil. rqd. Sign 5 p.m., race 7:45. 209/951-0294.

AMA PRO HALF-MILE
Ascot, 18300 Vermont, Gardena, CA. Full Nov/Jr/Ex half-mi. program. 8 p.m. start. 213/321-1610 or 323-9710.

September 28-29

CALIFORNIA 1000
3rd Annual "Tour of Torus." All new route for 1974. For entry, SASE to Los Angeles H-D/Yamaha, 2531 S. Main St., Los Angeles, CA 90007.

OVERNIGHTER
Arizona Ringed Roadrunners MC. 602/838-0127 or 278-6620.

REDWOOD TOUR
Field events, bike judging, fishing, beer tasting contest. Napa Valley Travellers, 5468 St. Helena Hwy., Napa, CA 94558. 707/226-7239.

Sunday, Sept. 29

AMA NATIONAL MILE
Golden Gate Fields, on San Francisco Bay, 5 mi. No. of Bay Bridge on Hwy 80. $21,000 purse. Mail order seats avail. Box & 1st level res., $9/2nd lev. $7.50. Kids under 12 half price, SASE & 40 cents mailing fee to MediaMax, P.O. Box 41407, Sacramento, CA 95841. Prac. 10 a.m., qual. Noon, race 2 p.m. 415/526-3020.

CRC RAWHIDE GP
Rawhide Pk., Elsinore, CA. 2 hr. race ea. class, 30% brass, fin. pins, club part. trophy. Free camping, long course, no pavement. Pre-entry $10 & 2 SASE to 6625 Dorinda, Riverside, CA 92503. Post $12. Under 18 notorized permission. First race 8 a.m. 714/688-1291.

CMC MOTOCROSS
Sears Point Rcwy., Hwys. 37 & 121, Sonoma Cnty., CA. 30% brass. 150% p.b., Pre. entry close Fri. before race. P.O. Box 41233, Sacramento, CA 95841. Open 7 a.m., race 9:30.

SEWRA/JAYCEE MX
2 mi. So. of Lingle, Wyo. on Hwy 156, route marked. 100% A rider p.b. 11 a.m. start. 307/532-4588.

D-31 MX
Mayer Rcwy., Mayer, Az. Contact 2214 Heatherbrae Dr., Phoenix, Az. 86301. 602/240-0161.

D-28 MOTOCROSS
West Delta Pk., Portland, Or. Far West MC, 11919 SE Liebe, Portland, OR 97216.

D-28 ENDURO
Lees Camp, Or. Mt. Scott MC, Rt. 2, Box 113, Estacada, OR 97023. 659-0207.

D-27 SCRAMBLES
Jolly Rogers Club Grds., Seattle, WA. Jolly Rogers MC. GR2-5339.

BENEFIT TT & MX
Valley Cycle Park, Hwy. 23 & Tierra Rejada, S. of Moorpark, CA. Benefit for Don Brown. Raffling Hus 450CR. Old Timers/Dirt Diggers host clubs. Tkts. $2. 213/390-3406.

POKER RUN
Golden Knights MC, Box 813, Goldendale, WA 98620. Camping avail. 773-5627.

POKER RUN
McChord Roadrunners MC, P.O. Box 44216, Spanaway, WA 98444. 863-1347.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

D-36 TT SCRAMBLES
Carnegie Cycle Pk., Tesla Rd., nr. Livermore, CA. (Corral Hollow Rd. from Tracy). All classes & minis. Class C tract., gear high, Black plts. free. Open 9:30 a.m., race noon. 415/348-2230 or 447-9027.

THE WORLD WILL END
Shortly after the last Heat race at the Carnegie Park TT. Be there or be square.

SATURDAY MX
30% trophy
Sept. 7
Gate $2.00 Race $5.00
Rawhide Park
Lake Elsinore 714-689-0871
Sign-up at 11:00 AM
Race at 1:00 PM
No Membership
All Classes

30% TROPHY
2½ FT. TO FIRST
100% PAYBACK TO EXPERTS
RAWHIDE PARK LAKE ELSINORE
info: 714-689-0871
SEPT 8

AMC
714-532-3923
Every Friday Night
200% to Pros
O.C.I.R.
30% Trophies
$5.00 all entries

AMC
NOW: $3,000 Medical Coverage at all events

What ever you have to sell — Cycle News want ads can sell it

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

Bultaco MK VII Pursang

Continued from page 35

from the Six Days bikes: sheet metal screws in the sides of the rims are used. The rear brake rod and pedal have been redesigned with the rod routed inside the frame so it doesn't bend in case of a fall. It also doesn't have a straight pull at the brake actuating arm in this configuration. There are always trade-offs . . . and you still can exert enough foot pressure to make it work.

The whole Bultaco front end: Betors, hub, spokes and wheel was much envied and a little copied on the GP circuit. The brakes on Jim's bike, however, had a lot more stopping force. The front brake on our Bul was especially disappointing; the rear one was up to current standards of using less force for more progression and no wheel hop. The brakes did become more effective, reacting absolutely stronger with the same pressure, as they were used more. They never got great but they stopped if you muscled them. Jim's bikes have exactly the same wheels and brakes but make the Pursang slower in a shorter distance. Maybe Rubio knows something he isn't telling the factory. This may be another weight saving trade-off, though, for while the brake swept area seems cleverly designed it is still not very big.

Rubber on the Bultaco is up to Grand Prix standards of last year, if you're riding Grand Prix. The choice of most 250 GP pilots for dry tracks was a 4.50 Metzeler. For wet tracks, the 4.50 Pirelli was a universal choice except for the Barum users from CZ. Hardly anything you may have read to date about the Bultaco will tell you that the knobbies are really great because most of the people who have written what you may have read rode the Pursang in Southern California, an area little noted for its grassy, muddy, loamy motocross tracks . . . because there aren't any.

It is the GP racers' choice, this 4.50 Spanish-made Pierelli, that comes attached to the rear Akront. If you race in mud or wet, you'll probably love it. If you don't, you probably won't. It breaks loose on the hard adobe where most magazine-coolshoes spent their motocrossey hours. The same for the front Pirelli. Mike Hannon fitted a Spanish chevron-pattern Firestone knobby to the front of our Pursang and it proved an inspired choice. A free tip: it is the right Bultaco set-up for the dry, hard, dusty track and trails of summertime SoCal situations. The front end tracks or slides like you'd have it do. The rear end also behaves better than it should with a mud tire jammed in the rim.

Pomeroy had some clutch problems last year. His clutch both slipped and dragged again in this year's Spanish 250 GP as he rode to a seventh overall. Our Pursang's clutch also started to drag as it heated up, though it proved no problem in actual racing operation of the bike. The clutch had a new drum and plates but the clutch springs are both too short and too soft. Handily, U.S. Bultaco makes available longer, stiffer clutch springs that prevent the slippage and drag. Installing these would rectify our only operational complaint with the machine. It was still possible to slap shift at racing speeds and it cooled off to work OK but the replacement springs don't cost that much.

To dispense with the needed after-market replacements and get closer to the Grand Prix Replica of your quicker dreams, dispense with the fiberglass fenders in favor of the white nylon ones, another U.S. Bultaco product. The fiberglass mudguards are lighter, though, of the correct design, and do what they're supposed to until they break. That could be, however, the first time you crash. The nylon brings more weight to the not exactly ponderous 209 wet pounds of the 250 Pursang but it doesn't break.

Otherwise, the machine proved maintenance-free. Nothing broke on its own; nothing vibrated loose. The headpipe springs are more secure and the exhaust manifold is, in general, more sanitary than before. Everything is kind of cleaned up, streamlined and smoothed out, including the seat to tank slide, with the end of the seat actually lipped above the narrow tank.

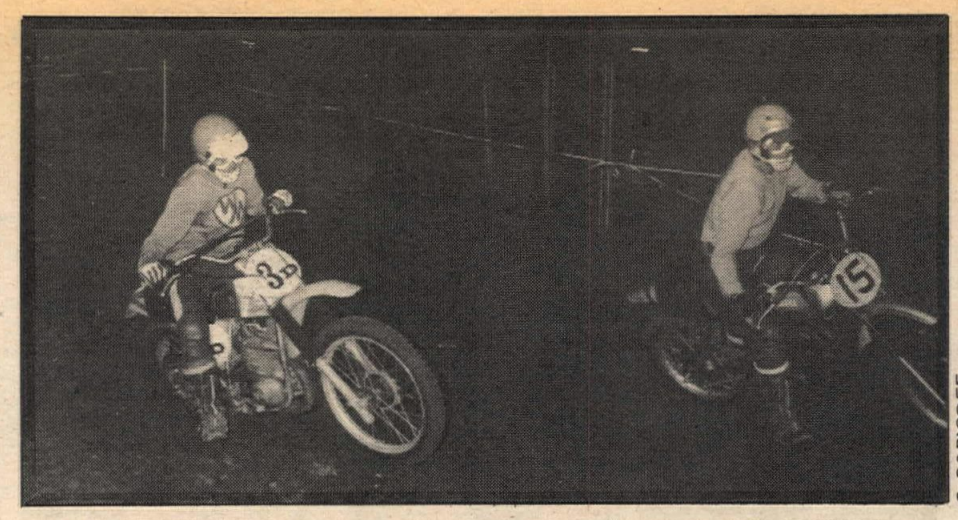
The Mk VII Pursang is also one of the few pure motocross bikes ridden this year that makes an inviting and encouraging cowtrailer. The light weight, quick response in handling, and low RPM pull combine to make it a natural in the woods or on those fire roads with the steep dropoffs on the side. Neither Jim nor the factory intended the bike this way but you could reasonably look for something from Bultaco along this line in the very near future. But that, hopefully, will be another story as the Pursang makes the transition from European 250 Grand Prix circuits to American Two Day Trials.

Just as many of the favorable accusations levied at the Pursang are not especially relevant (Like it being a GP bike; close, but nobody said it was.), many of the unfavorable ones don't bear on the performance of this model. The constant breakage bug has been eliminated from production bikes. Installation of a Diamond primary chain makes the Bultaco one of the more reliable decent-handling sportsman racers available. If the front and rear wheels appear offset, the reason probably lies in how they are laced up. Bultacos have been that way for a while and Jim didn't seem to mind it, even while being aware of it, on his GP bikes last year. The center-mounted gascap with the hole up against the backbone means that you have a gas can with a narrow filler spout. You can take your time between motos to fill your tank. It wasn't built as a playbike though it's lots of fun to ride. And, at a very competitive price in an inflated marketplace with a deflated dollar, the 250 Pursang is a very good buy in competition machinery. The reason lies somewhere in what Francisco Bulto told me: "Our people here like to build motorcycles." That's a hell of a corporate attitude. ●

Specifications

ENGINE	
Type	one cylinder air cooled two stroke
Capacity	244.29cc
Bore & stroke	72 x 60mm
Carburetor	36mm Amal
Compression ratio	12:1
Ignition	Motoplat CDI, auto adv.
Trans	close ration 5-speed
Clutch	Wet, steel
OTHER	
Wheelbase	54.75-55.25"
Seat height	30.5" with rider
Front tire	3.00 x 21 Spanish Pirelli or Firestone
Rear tire	4.50 x 18 Pirelli
Rear suspension	4" Telescos with 55 lb./in. springs
Fuel capacity	1.85 U.S. gallons
Weight	209 lbs. wet

Six inches of the mellowest bounce in motocross from the Betors damp an incredibly light front wheel assembly.



S. SAPICOFF

Scott Miller (15) has just slipped by Morris Malone (3D) to win the third AMC 250 Pro moto August 24. Malone won Overall anyway, having nailed the first two motos.

Malone mangles AMC MX

By Stewart B. Sapicoff

IRVINE, CAL., AUG. 24

In the first moto of tonight's 250 Pro race Dave Carlson (Mai) grabbed the hole shot with John DeSoto (Oss), Morris Malone (Mai), and Bill Rubly (Mon) pursuing. They all came out of turn one handlebar to handlebar, all having drawn a fine bead on Carlson up ahead. Carlson was starting to pull away while they were fighting it out for the second place position. Malone got past DeSoto on the third lap and proceeded to chase Carlson. Malone slowly but surely gained ground on Carlson until they were both side by side trying to force the other out of the favored line. It was in the back part of the track on the fourth lap that Carlson finally gave the lead over to Malone. Malone continued to widen the gap between himself and ex-first Carlson. Malone took the checkered with Carlson second and DeSoto third.

In the second moto things were a little different as it was Bill Rubly (Mon) in first place after he had quickly passed early leader Larry McCarty (Bul). DeSoto and Malone rapidly moved up on McCarty in second. On lap four Malone managed to struggle around DeSoto and the following lap did the same to McCarty. With the only thing standing between himself and another first being Rubly, Malone started his charge. This time though, he didn't succeed in taking the first as he could not catch up. Twenty feet before the checkered Carlson and McCarty locked bars long enough for DeSoto to slide by into third.

The third and final moto had yet another ride in the limelight: Scott Miller (Yam). Both he and Malone went at it tooth and nail for that number one position. Miller was pushing and pushing hard, refusing to let Malone get away with another first. On the final lap he did it. Once again a battle for third raged on between DeSoto and Carlson with Carlson getting it this time after a neck and neck battle. The overall win went to Malone with Carlson second and DeSoto third. ●

Corona TT and short track

By Tom Blattler

CORONA, CAL., AUG. 21

In one of the finest short track motorcycle races of the 1974 season, Riverside's Terry Griner, (360 Yam) passed Brian Garcia of Santa Ana in the final turn of the last lap to win the six-lap Open short track main event tonight at Corona Raceway.

The race was a three bike battle with Griner, Garcia, who was also aboard a 360 Yamaha, and Gary Davis, piloting a 500cc BSA, all holding down the lead at one time or another, and the dicing for positions was just unbelievable.

Davis took the lead at the start and into the first turn, but Griner had the inside line through the second turn and down the back straightaway. Both riders went into the third turn side-by-side with Griner in the low groove and Davis in the high one. At this point in the race, Garcia had moved his way through the pack, and was now starting to challenge the two for the top spot.

The three riders battled back and forth in what should have been called a classic short track race. The closeness of the three, and the dicing for the top position was just incredible. Many times in the six-lap feature all three men were side-by-side, as they went down the straightaways and into the corners.

On the final lap, Davis had experienced a little bike trouble with his BSA, and was dropping back just slightly. The battle for the lead was still hot and heavy, as Garcia and Griner went into the first turn. Garcia went high into the second corner with Griner trying the inside groove, and as the two riders went down the back straight, it was Garcia by the width of a tire.

Once again in the final two turns, Garcia went to the high groove and Griner down low, as the two riders came out of the final turn and towards the checkered flag of starter Bob Pickle. It was then a drag race to the checkered with Griner just getting inside Garcia to win by a few inches.

In the Open Expert TT feature, Davis took the victory over Griner. Davis is racing for fun, as he now works as a Hollywood stuntman and is too busy to be racing all the time. Gary is also doing the jumps for the Evel Knievel television program, which he hopes will be sold for coming seasons. ●

Gaylon Mosier should have won the 250 CMC Pro overall September 1 at Saddleback. Trouble was, Lady Luck wore a frown.

A. SHEPHERD

WANT ADS

CZ's 250's
1974 — Excellent condition, many extras, $1000.00. 1973 — New engine, many extras, $750.00. (213) 545-8285. (34/2x)

S & L Yamaha, Huntington Park??? Racers TD2,TA250,TZ250,TZ700
PARTS IN STOCK. Service and parts available on all Yamaha twin, old and new at discount prices to AMA and District riders. (213) 587-7244. (34/TFN)

Aragon Cycle Trailers
Everybody thinks that Aragon makes only expensive trailers but we have everything from the cheapo kit to axles and prefab steel. So, before you buy a trailer, do yourself a favor. See the finest engineered 3 rail trailer kit for under $200.00. See your dealer or call (213) 359-4597. (34/TFN)

HONDA SL-70. COW TRAILED only by my son. Excellent condition, starts first kick. New rear knobby. $265.00 or trade up to larger bike. (714) 586-7043. (34/2x)

Suzuki Owners
We have the best parts stock. Try us at CAMPBELL SUZUKI, 14200 Lambert Road, Whittier, California. (213) 696-3306. (20/TFN)

1974 Penton 125 — $795
Like new, over $1400 invested. Head milled, cylinder ported, FMF pipe, modified 28 Bing, Koba shift kit, Curnutts, modified clutch. (714) 528-0781. (34/2x)

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Help Wanted
Experienced Yamaha, excellent benefits, etc. 5 days week. Call (714) 533-1309. (34/2x)

CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92111. 1-(714) 560-8412. (22/TFN)

Wanted Exp. Honda Mechanic
Excellent conditions, profit sharing and many other advantages. Contact: Hacienda Heights Honda (213) 968-6461. (34/2x)

1974 PENTON MX 125cc. Powder Puff, rode twice, brand new — sell cheap. Call after 6:00 (213) 835-9237. (34/2x)

'74, 175 Penton Jack Piner
Porting, perfect condition. Must sell, $800.00. (714) 683-2253. (34/2x)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P. O. Box 8535, Fountain Valley, California. (2/TFN)

'73, 350 Bultaco Pursang, $595
MX and desert tank, skid plate, excellent condition. (213) 926-8302. (35)

ARIELS. NEW AND USED PARTS, engines, Burman boxes body parts — Singles, twins, few four parts. Send for lists and technical data. Engine trans rebuilding. McKenzie, P.O. Box 189, Cashion, Arizona 85329. (35)

Finisher Pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

Ex-Great Yellow Dirt Bike Truck
1965 El Camino, $595.00 or trade for Polar Bear. Ask for Rick at Modern Cycle (213) 360-8559. (34/2x)

Wanted
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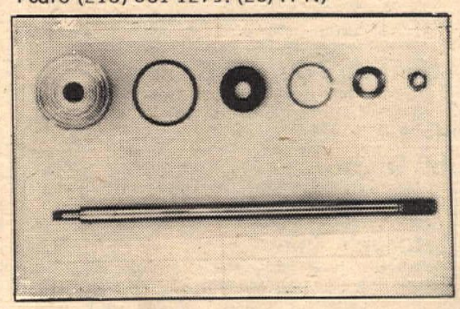
'71 CZ 400
Mikuni carb. — all new plastic — Curnutts — showroom look. SCARY — fast, $495.00. (213) 360-8559. (34/2x)

E. C. Needs: 3 Types Of
people. Pipe builders, road salesman, and a person for porting. Experience preferred, BUT not necessary. Send resume to: Cycle News, Box 498, Dept. T, Long Beach, California 90801. (31/TFN)

Rickman
1974 Rickman 125 Enduros, $569.00. Rickman 125 MX, $539.00. City Cycle Center (213) 861-4139. (34/3x)

Moto Guzzi
SALES, SERVICE, PARTS. COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 831-1279. (28/TFN)



Honda Shock Kits
Our kit fits the CR 125 and 250. We have increased the shaft diameter to ½" to make it strong. $12.95 per shock. Add tax. To: Hiiesalu Manufacturing Company, 322 North Lima, Burbank, California 91505. (213) 842-3280. (34/4x)

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New Bultaco Pursangs in stock now. Guy Louis Motorcycles, 990 East Willow, Long Beach, California. (213) 426-1358. (28/TFN)

New Hodaka 125 Wombats
$579.00. Dan Green's Fresno Cycle Center. Call (209) 233-1834. (35/2x)

Yamaha Swingarms
Chrome-alloy, needle bearing arms with Mid-Mount shocks. No frame modifications required on stock MX's. Adds 2" of rear wheel travel. '74 Enduros MX 250/360/500, $85.00. YZ 250/360, $85.00. Call or write for information on complete frame kits for all MX Yamahas. MAYNARD/PROFAB, 13666 Harbor Boulevard, Garden Grove, California. (714) 530-7340. (13/TFN)

'71 Rickman Triumph
Fresh 750cc Twin, ARD, Norris, Axtel, forgedtrue, Edelbrock, Barnes wheels & disc. Ceriani, Koni with or without spare wheels & motor parts. Call after 5:30 p.m. 1-(805) 687-8119 or 1-(805) 964-8119. (33/3x)

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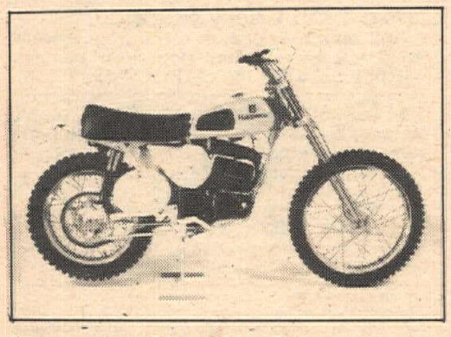
Patraco MK. 11C Dyno System. Complete with electronic tach and tie downs. Very little use, perfect condition. Cost $4,400.00. Will sacrifice for $3,195.00. Can finance. Contact Jerry (213) 849-7295. (31/TFN)



Husqvarna Clean-Up Sale
250 WR (Ex) 6-speeds reduced, including your favorite desert accessories. Some 400s with similar savings of $112.00 at Imperial Motor Sports. Ask for Bill Saltzman (213) 337-6811. (34/2x)

3 Bike Trailer, $200.00
16" chrome wheel, new tires, solid metal between rails. (213) 360-6218 evenings. (34/2x)

Husqvarna Specialist
Largest Husqvarna dealer in U.S.A. since 1967. Malcolm Smith Motorcycles, 1689 La Cadena, Riverside, California (714) 686-8014. (32/TFN)

'74 HUSKY 125 CR. EXCELLENT CONDITION, wife's bike, plastic tank, Filtron, $900.00. After 6 (213) 994-0097. (34/2x)

'69 Husky 400
Big tank, many extras, great condition, $600.00. (213) 835-2657. (26/TFN)

'73, 250 MX Yamaha
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Experienced H-D mechanic opening. Excellent pay and benefits for the right man. See or call Ed Russell, service manager, Harley-Davidson, Los Angeles, 2531 South Main Street, Los Angeles, California. (213) 749-6235. (46/TFN)

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Less than 10 hours riding time on CZ. Both in excellent condition, $600.00 each. (805) 497-3347. (35)

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A beautifully prepared motorcycle. Koba shift kit, plastic tank and fenders, ported, Mikuni carb. Meticulously clean, $675.00. (213) 447-6948. (35)

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New bottom end, very clean, free near new helmet and Alpine Stars boots (size 10) with bike. $725.00. (213) 379-6183. (35)

Salesman, Yam. Experienced Only
Experienced in both street and off-road sales. To handle all ordering and sales promotions. Honesty, integrity a must. References required, send resume to: R. W. Hutchins, Harley-Davidson Yamaha Los Angeles, 2531 South Main Street, Los Angeles, California 90007. (33/TFN)

'73, 360 YAMAHA MX. Has been rejetted & geared. Call after 6:00 p.m, $750.00. (213) 696-5545. (33/3x)

New Trick CZ 400cc
$1095.00. Bikes all have plastic gas tanks, Mikuni carbs., Girling rebuildable shocks, special exhaust system, Oury grips, kill button, alloy wheels and sunburst head. Dan Green's Fresno Cycle Center, 2250 East McKinley, Fresno, California 93703. Write or call, we will ship anywhere. (209) 233-1834. (35/4x)

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Payments Insurance (no deductible), $60. ($2,000 coverage, $30.) Phone or write for application. (213) 295-4468. California Motorcycle Insurance Agency Box 4215, Inglewood, California 90309. (26/10x)

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for large Harley-Davidson agency in New England. Take direct charge of service department. Must be able to trouble shoot on all models. Public Relations experience very important. Should have at least 7 years experience with Harley-Davidson motorcycles, preferably more. Starting salary $17,000.00 yearly plus liberal benefits. Only top qualified men need to apply. Send resume to: Cycle News, Inc., P.O. Box 498-DA-F, Long Beach, California 90801. (33/4x)

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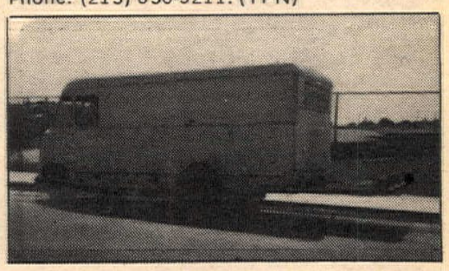
25% Savings on Insurance
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Avenue, Los Angeles, California. Phone: (213) 836-5211. (TFN)



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Call Russ at (714) 827-0220. (35)

'72 Kawasaki 125 F6, $275
Nice bike! New paint, set up for dirt, low miles, never raced. Phone evenings (714) 537-5055. (35)

1973 Yamaha 250 MX
Never raced, very good condition. Moving, must sell. Paid $1,050.00, want $650.00. (714) 595-7927. (35)

'71 Sportster
Low miles, excellent condition. Must sell, extras. 5900 miles, original engine, 8" extended front end. 16" rim, all chrome spokes, chrome chain guard. (213) 633-0334. (22/TFN)

NEW
CR-250 MX
$1049.00 total price
213-796-0231 Pasadena Honda

1969 YAMAHA 125cc. CLEAN & FAST. $225.00 or trade for old pick up. Also have axle and leaf springs to make trailer, $25.00. (213) 696-8752. (35)

'71 AJS 370 Stormer
Absolutely spotless, low hours, never raced, $450.00. (213) 447-3985. (35)

'73 Yamaha 250 Enduro
1650 miles, stock engine, desert accessories, knobbies, etc. $675.00. (213) 790-2065. (35)

HONDA CR 250 Elsinore, new condition, used 4 times. Must sell now! $875/offer. (213) 726-8782. (35)

Ride Trials
Brand new TY 250A, $899.00. TY 80A, $399.00. (714) 523-8570. (35)

'73 COMBAT WOMBAT, Konis, 4.00x18, ported, plus more, $475.00. (714) 548-5134.

Yamaha 250, 1973
YAMAHA 250 DT2, '73, $525.00. (213) 340-2191. (35)

Motorcycle Shop For Sale
in Bishop, California. Honda-Yamaha-Bul-C.Z.-Maico. Must sell due to illness. (714) 873-5278. (35/2x)

Jeff Little Likes
his new prescription goggles. For details write: ELLIE TAYLOR'S GOGGLES, P. O. Box 5023, Santa Barbara, California 93108. (34/2x)

"We Moved"
GUY LOUIS MOTORCYCLES, 990 East Willow, Long Beach, California. Phone (213) 426-1358. (14/TFN)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P. O. Box 8535, Fountain Valley, California. (2/TFN)

"Dave Evans is a Crook"
"Mr. Dave Evans of La Mesa, Calif. whose ads have appeared in Cycle News is a crook. He has cheated, lied and stolen from me. Save yourself a lot of grief and money by checking on his credibility before doing business with him."

Joe Barringer, Lenoir, N.C. (33/3x)

Marty Smith Replica CR 125 Honda Down Pipes
Exact identicals built by same person who built M. Smith's. $35.00. Call Steve (213) 541-6946. (35/2x)

'73 Yam. 125 Motocrosser
Plastics, mid-shocks, looks and runs fantastic, $450.00. (213) 545-4013. (35)

Husky Specialist — Fast Mail Order
Largest Husqvarna dealer in U.S.A. since 1967. Malcolm Smith Motorcycles, 1689 La Cadena, Riverside, California (714) 686-8014. (34/TFN)

Where's Huntington Park???? S&L Yamaha, 5938 Pacific Blvd.
Just south of Slauson Avenue. Mooch deals to AMA and District racers on all new bikes and racing parts. Yamaha road racer parts in stock. (213) 587-7244. (34/TFN)

I Quit Racing! Loss of Balls
'73, 250 Elsinore, frame cut to factory specs, shocks moved forward, Grand Prix Konis, Honda G.P. kit. At least $400.00 in extras — cyl., carb., head. Must see — $925.00. (213) 866-3159. (35)

'72 Bultaco 175cc
PP fenders and more. Runs good, excellent condition, $425.00. (213) 285-9573. (35)

New CZ Enduros 250cc
All have Mikuni carbs. $749.00. Dan Green's Fresno Cycle Center. Call (209) 233-1834. (35/2x)

Bell Star 120
New 7-3/8 white, extra varishield included, $50.00. (714) 522-2356. (35)

Doctor's Trick CZ 400
1972, Akronts, Konis, Mikuni, fresh engine, $590.00. (714) 488-4126. (35)

'74 Cota 247 "Clean" Machine
New Montesa trials, ridden only 5 times. Many trick accessories like Renthal bars, Magura levers, Dunlop 2 plys. Only $875.00! (714) 488-4126. (35)

1974½ Husky
Excellent condition, two tanks, extras. $750.00 or best offer. After 5 p.m. (213) 320-8056. (35)

Exp. Honda Srv. Mgr. Wanted
Excellent conditions, profit sharing and many other advantages. Contact: Hacienda Heights Honda (213) 968-6461. (34/2x)

Redline Frame
For XL250. Elsinore forks — Ceriani, Triple Trees and seat. (213) 532-7631. (35)

'74 Kawasaki 250 KX
Super fast, moved-up Boge shocks, fork-kit, plastic tank, extra pipe, twin-air. See to believe, $900.00. (213) 431-0258. (35)

1974 YZ 250. CLEAN! Andres bars. $1095.00. Like new! (213) 670-0556. (35)

'72 YAMAHA ENDURO FRONT FORKS and 21 inch wheel and tire, $65.00. Yamaha engine parts for 125cc, 175, 250 and 360. Also Hodaka parts (360 or 250 tuner expansion chamber). (213) 866-2025. (35)

'72 Maico 250
No time to ride it. Extra rear gear, very fast, but has no expansion chamber. Stage II specs. Chuck, eves. (714) 542-5289. (35)

'71 DKW 125—Super Clean—$375
Trail ridden only, Springer forks, Skyway, Akront, K&N bars. (213) 375-0891. (35)

Classic 1955 Chevy Stepside
'67, V-8 rebuilt engine, new trans., new wide tires, Glasspaks, carpeted floor, rear bumper w/hitch, blue. $875.00. (213) 774-3948. (35)

Dick Mann Replica
Ossa 250, 5 speed. New engine, extra barrel, pistons, pipe, etc. Set up for short tracks. A top money winner in 1974 indoors, $850.00. (415) 521-8100. (35)

'72 Husky 125
Excellent condition, reliable, looks like new. Asking $600.00. (213) 360-5469. (35)

'74, 125 YZ
Race ready, set up by Larry Shoemaker, milled head, K&N air filter, S&W springs, new tires, and all late factory modifications. $650.00 or ? (213) 344-4129. (35)

I Have To Sell My Xmas Gift
A 1973, 250 W.R. Husky, Honda seals, Koni shocks, compression release. Hardly ridden. Ask for Darlene (714) 536-6669. (35/2x)

'73 CZ 250. PLASTIC TANK and fenders, 36 Bing, D.I.D. rims, ported, CH ignition. $750.00. It's good. (213) 834-1427. (35/2x)

'72 Yamaha 360cc MX
Great condition with new rebuilt engine, Konis, torque pipe, etc. Must see! Need cash fast. $625.00 or best. Eves. (213) 330-7352. (35)

TWO 1974 HONDAS. CT90's, 250 miles, ridden six times. Street licensed for full year. $440.00 each. Call after 6 p.m. (805) 492-2019. (35)

"71" Rickman 500 Single
Good condition, never raced. Must sell, $595.00. (213) 567-7736. (35)

NEW MONTESA VR FOR $1249.00. Shocks moved forward for $90.00 extra. We are VR specialist! All VRs and parts in stock. Call or write, we will ship anywhere. Dan Green's Fresno Cycle Center, 2250 East McKinley, Fresno, California 93703. (209) 233-1834. (32/4x)

Want-Da-Trade?
'72, 125 Penton with many extras for decent '74 Yamaha or Penton 100. (714) 531-7579. (35)

'73 DKW 125. CURNUTTS, Akront, 4x4. Never raced, $375.00. (714) 528-9160. (35)

'72 Bultaco Pursang 125cc
MX ready, extra pipe, good condition. $500.00 or offer. (213) 374-6789. (35)

Help Wanted
Experienced Yamaha mechanic. Excellent benefits, etc. 5 days week. Call (714) 533-1309. (34/2x)

Fresh Life For CZs
'70 CZ frame, swingarm, forks, tank, 2 CZ ignitions (stock) complete, Grand Prix Puch frame. Jim (213) 472-7276. (35)

Trials Introductory
New Mick Andrews Replica Ossa, $795.00 + tax and registration. September only. Trials accessories too. Vic's Competition Motorcycles — 6236 Mission Gorge Road, San Diego, California 92120. (714) 284-7095. (35/2x)

CZ 250
'72 CZ. Completely redone, Akronts fr., Boge, plastic tank and fenders, clean, $600.00. Ron (213) 699-8077. (35)

Yamaha 500 Trail Bike
'73 Yamaha SC 500, fantastic shape, trail ridden only, TLC at all times. Modified fork dampening, ignition condenser, rear brake, and shock springs, $725.00. (714) 979-9155. (35)

1971 Husky 400
2 tanks, good condition, $700.00. (213) 567-6970 after 6:30. (35/3x)

Partsman
Full time, if you are willing to learn, we are willing to train. Kolbe Cycle Sales, 7514 Reseda Boulevard, Reseda, California. (213) 345-7616 ask for Don. (35/2x)

'73 Penton 125
Excellent condition, prepared for competition by Mettco. Fast and reliable. Asking $575.00 or best offer. (213) 422-6151. (35)

Mechanic Wanted!
Kawasaki and Honda, must have experience. No parts replacers! Large shop with a lot of work! Good benefits. Contact Vic at (213) 423-1433, ext. 39. (35/2x)

Help Wanted
Partsman, Honda motorcycle or auto. Experience preferred, but will train competent man. Call Bill Robertson, Jr. (213) 466-7191. (35/2x)

RICKMAN-TRIUMPH METISSE. 1971 Rickman Metisse powered by smooth, potent 500cc Triumph Twin. Complete Rickman setup, big forks, light hubs, etc. Excellent condition, street legal. First $800.00 takes. (213) 374-7216. (35)

Almost New
Leathers — size 33-34. Sell for ½ price, $30.00. Also helmet, $8.00. (714) 842-2736. (35)

'71 DKW 175
Curnutts, Akronts, big tank, etc. Lots of torque, low price, $375.00. (213) 925-1680. (35)

CR250 ELSINORE '73. PURCHASED new just 8 months ago. Seldom ridden, immaculate condition, brass bushings, Filtron, $750.00. Evenings (213) 889-7364. (35)

360 CZ, $400
Mikuni, skid plate, Filtron, folding pegs, plastic tank and fenders, rear DID & H.D. spokes, Curnutts. Engine recently gone through. Evenings (213) 674-5242 or (213) 374-0904. (35)

CZ 250
'72 CZ, Mikuni, DIDs F.R., plastic tank and fender, Konis, new piston by E.C. and new pipe. Fast, $650.00. Dave (213) 724-0389. (35)

'70 OSSA PIONEER. EVERYTHING new, beautiful condition, $450.00. (714) 637-3154. (35)

Maico 400, $500
1970; engine and trans rebuilt, wheel and Smith pipe, new sticker. Call eves. (213) 433-2286. (35)

'70 YAMAHA 125 MX. '74 top end, w/reed, Noguchi carb, finned head, D.I.D., Bailey dynotuned pipe, fully trick, everything new, fast and dependable, extras. $450.00. (213) 835-0993. (35)

'73½, 250 HUSKY, 6-SPEED, ALMOST brand new, ridden less than 15 times, Vesco tank, extras, $1050.00. Late '72 Penton 175, $500.00 just invested, receipts, $700.00. (714) 524-1337. (35)

Free Knobby and Tube
"New" '71 Suzuki 250 — clean, 3,000 miles, comp. release, dirt, street gear and rack, new tire and tube with bike, $550.00. (714) 554-0275. (35)

"71" Rickman Yamaha 175
'72 engine rebuilt, Webco head, wife's bike, never raced, $550.00. (213) 567-7736. (35)

'72, 90 YAMAHA MX, loaded, best offer. (714) 993-5808. (35)

Attention Triumph Dealers!
Complete inventory of Triumph parts from bankrupt Triumph Detroit. Call collect (313) 465-6505. (35/4x)

350 Ducati
Dirt—street, clean and fast, $375.00. (714) 595-0103. (35)

Motorcycle Sale
'74 Suzuki TM 125, '73 Yamaha 80, '73 Suzuki TM 250. All are ported, polished, etc. All in excellent condition throughout. Call after 6 p.m. for more info. (213) 696-0007. (35)

'72 Penton 175 Clean, $450
New seat, Husky fenders, Mikuni, modified pipe, Akronts, new top end, quick-throttle, frozen bottom end. (714) 881-8068 or (714) 341-5669. (35)

'72-2/3 BULTACO 125 PURSANG. Forward mounted shocks, new top and bottom end and much more, $400.00. (213) 636-5808. (35)

'74, 501 MAICO. XLNT. COND., 6 hours, extras, Wheelsmith, Mikuni, P.M.C., Rahm eng. Must sell, take over payments. (714) 822-0374. (35)

TT Rider Now — CZ 400 Must Go
Alloy tank, Halcraft wheels, chrome-moly swingarm, bars, Konis, Mikuni, and EVERY accessory avail. — All in cherry condition. $850.00. Call Lee (714) 745-7901 or (714) 746-7829. (35)

PROFAB HUSQVARNA 400. Complete bolt together Pro Fab frame, 5 speed engine first rebuilt, have receipts, $900.00. (213) 355-8957. (35)

Husqvarna
'71, 250 CR, excellent running condition. (213) 881-2412. (35)

1972, 400 Maico
All new from the tires up. New engine, Konis, Maguras, works fenders, Andre bars, MX brake service. $775.00. Keep trying! (213) 428-7276 or (213) 675-7325. (35)

'71 Rickman 125
Zundapp, ported, E.C. Birt trans., desert tank, Yamaha rear hub, Akront, $380.00. (213) 284-5475. (35)

1973, 400 MAICO. EXCELLENT CONDITION, many extras, $850.00. (714) 925-2657 or after 5 (714) 658-8348. (35)

1973½ PENTON 175 JACKPINER. Rarely ridden, like new, $650.00. Ridgecrest (714) 375-8273. (35)

1971 Jawa Speedway Bike
Excellent condition, 22", rebuilt engine, raced 4 times, $1050.00. (714) 734-2628. (35)

1972 DKW 125 — SPRINGER, MANY EXTRAS, clean & reliable, $500.00 firm. Webco leathers, size number 32-34, $25.00. Call after 4:00 p.m. (213) 257-2119. (35)

'74 Yamaha 750 Engine
Stock with carbs, $400.00. (213) 869-4337. (35)

Honda Street Racer
'73 Custom 500 Honda, fiberglass body, low mileage, $1,695.00. (213) 547-5912. (35)

'72, 250 CZ
Maintained very well, extras; Mikuni carb., electronic ignition, plastic fenders, tank, airbox. Plus other goodies. Call anytime, ask for Mike, $600.00. (213) 439-6053. (35/2x)

'73, 350 Bultaco Astro
Ported, trick pipe, Konis, dyno tuned, quick throttle, Diamond chain — A steal at $750.00. Phone (707) 464-4262. (35)

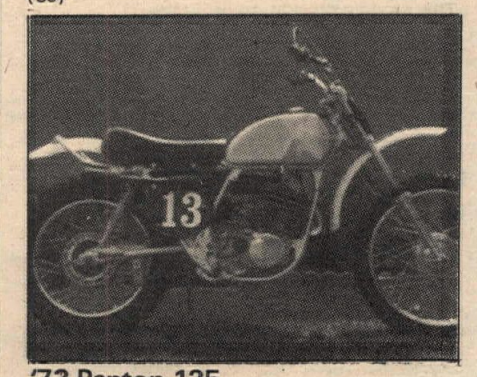
'73, 125 Yamaha MX
Lowered frame, lengthened swingarm, Diamond chain, Petty fenders, plastic YZ tank, pipe, new trans., stuffed crank, ported, polished, bored, clutch, 30mm carb., levers, bars, pegs, fast. Winner of 30 trophies. (714) 993-5808. $750.00 or best. (35)

HONDA 1972, 750, beautiful new condition, stock bike with many extras, $1,375/offer. (213) 726-8782. (35)

CR 250 Elsinore
1973 — has been raced. Engine in excellent condition, $700.00. (213) 821-1505. (35)

'72 CZ 250. KONIS, D.I.D. RIMS, 34 Mikuni, plastic tank and fenders, radial head, extra tools, $600.00. (714) 998-2618. (35)

'71 MAICO 250. NEW TRANS., rebuilt clutch, runs great, $400.00. (714) 998-2618. (35)



'73 Penton 125
"B" engine, Mettco porting, Rahm fenders, trick machining on engine cases, lightened drive train. $600.00 or trade for drag bike. (213) 286-3661. (35)

'70½ Hodaka Super Rat
Swenco leading link, Girlings. Many extras and dependable, $275.00. (213) 671-3330. (35)

MOTORCYCLE BUSINESS FOR SALE: Same location since 1965, retiring. Call (213) 542-8817 Tuesday through Friday, 10 a.m. until 7:00. (35)

'73 HODAKA 125 WOMBAT. Handles bitchen, $1,000 invested, under 180 lbs. Ported, reed, high compression head, 62 tooth sprocket, super fast, $450.00. (714) 776-1827. (35)

RARE 1959 AJS 600 SINGLE. Desert — spares include forks, gearbox, wheels, tank, piston, much literature, $700.00. 1972 Suzuki TS-250 Enduro, very clean, manuals, spares, $600.00. Trade either or both for street machine. (714) 897-8113. (35)

'74, 250 Penton MX
Excellent condition, still stock, $1,000.00. Before 5 p.m. (714) 894-2623. (35)

Lost — Dove Springs
on August 24 somewhere between Dove Springs Fremont Valley and Jawbone Store I lost a white duffel bag of riding gear. Any info, please contact Spokebenders M.C., P.O. Box 358, Lawndale, California 90260 or call (213) 374-0904 or (213) 674-5242. (35)

FACTORY PORTED BARREL and piston for CR 125 Elsinore, $35.00. (213) 889-0122. (35)

'71 Ossa 250 Stiletto
Runs good, dependable. (714) 826-1905 before 3 p.m. (35)

'72¾ HUSKY 450 WR with CR 5th gear, $800.00. And '72¾ HUSKY 125 CR with WR 1st gear, $600.00. (714) 879-9106 or (213) 694-2089. (35)

'73, 250 TM SUZUKI. Must sell — clean, $600.00 or best offer. (213) 964-8854. (35)

'72½ MAICO 400cc. WHEELSMITH PIPE, DID rims, new bottom end, extra clean, many extras, $775.00. (213) 923-5669. (35)

'74, 125 Elsinore, $800 or Best
offer. Must sell, excellent condition. Nights (213) 927-1923. (35)

1972, 250 CZ, CLEAN, $575.00. Trade for 400 Maico, CZ. (213) 869-8235. (35)

Go Road Racing
100cc Yamaha GP bike, race ready. Yoshimura fairing, tank, fiberfab seat, engine rebuilt. Good 125cc chassis too. It goes fast! $445.00. (213) 531-7928. (35)

BELL STAR white, $30.00. One piece racing leathers, padded knees, shoulders. Fit man 5-5 — 5-8, $60.00, black, excellent condition. (213) 665-0554 evenings. (35)

'74 ELSINORE CR125. LOOKS and runs like new, ridden very little, never raced. And, besides all that; "Renee" says, "It's cute." $800.00. (213) 397-6752. (35)

1970 YAMAHA 175 ENDURO, many extras, $325.00. (213) 337-0359. (35)

G.P. CYLINDER FOR 125 HONDA, used 3 hours, excellent performance. Must sell, asking $60.00. (213) 275-3540. (35)

Tuning By Malcolm Smith
Let me fine-tune your Husky. Specializing in making what's good even better. Malcolm Smith Motorcycles, 1689 West La Cadena, Riverside, California 92501. (714) 686-8014. (34/2x)

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Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. (35/TFN)

Where Is S & L Yamaha????
5938 Pacific Blvd., Huntington Pk.
360 Monoshock YZ's in stock. Yamaha MX bicycles in stock. (213) 587-7244. MOOCH deals on all new models. (34/TFN)

Rickman
1974 Rickman 125 Enduros, $569.00. Rickman 125 MX, $539.00. City Cycle Center (213) 861-4139. (34/3x)

'71 YAMAHA 360 MX, excellent condition, $500.00. (213) 376-5869. (35)

'73 Yamaha 250 MX
Only ridden five times, immaculate condition. See to appreciate. Must sell, $750.00 firm. (714) 545-1054. (35)

YAMAHA '74, 250 MX. LOOKS GREAT. Must sell, $800.00. After 5 (213) 893-5422 or (213) 363-3478. (35)

250 Honda Elsinore
10 hours on bike, excellent condition, $850.00. (213) 676-3950. (35)

1972 CZ. EXCELLENT CONDITION, many extras, $595.00 firm. Before 3:00 (714) 892-5958. (34/2x)

Chopper — 1959 Indian
Rigged frame, ¾" rake, Gertter front end, Harley-Davidson rear end, rebuilt 2 months ago. Must sell, asking $1,100.00. Ask for Darlene (714) 536-6669. (35/2x)

Honda Frames Wanted
Need stock or Cafe frame for 750 and 500. Also need stock or 2" extended fork tubes; 750 Big Bore kit. (213) 345-5487. (35)

Broken Body Forces Sale
Montesa Cappra 360-G.P. New: 21" front wheel, Hooker tuned exhaust, Goodyear Eagle MX tires, fresh engine that starts quick. $425.00. (213) 823-2463. (35)

Hodaka Super Rat
1972, new piston—ring, Curnutts, clean, fast, and reliable, $300.00. (213) 431-3758. (35)

FORD RANCHERO — 1969; XLNT. CONDITION. Must see and drive to appreciate — $1300.00. YAMAHA 360 — 1970; Curnutts, Bassani, Diamond, etc. Very dependable trail bike — $350.00. (213) 573-8434 or (213) 693-8835. (35)

'72 Suzuki TM 400
Excellent condition, 3 gallon desert tank, flywheel, plus many extras. $600.00. (213) 421-4142. (35)

YAMAHA '72½, 360 MX with helmet, super clean, never raced. (714) 772-3725. (35)

SL HONDA 100 SHORT TRACK/TT BIKE, $300.00. XR75 HONDA TT/Motocross bike, $450.00. (213) 925-8848. (35)

360 Husqvarna Enduro
Filtron, manual, Skyways, Honda seals, licensed, skid plate, lights, $700.00. (714) 827-6086. (35)

Suzuki Flywheel
2 lb. and 4 lb., $9.95 each. We ship. Horizons Unlimited. (213) 340-2191. 22726 Ventura Boulevard, Woodland Hills, California 91364. (35)

Trail and Trial Riders
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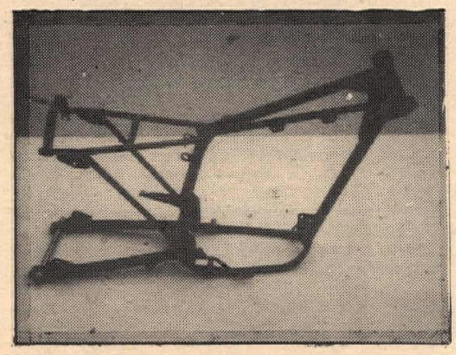
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. (35/TFN)



CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92117. 1-(714) 560-8412. (22/TFN)

10% Over Dealer Cost
on new '74 Suzukis at Campbells Suzuki, Whittier (213) 698-8989 or (213) 696-3306. (28/TFN)

Motorcycle Dealership For Sale
Four franchises, located in Orange County, California. Price $65,000.00. Or will exchange for cycle race track, or land to suit. Cycle News, Box 498 Dept. A, Long Beach, California 90801. (35/4x)

'73½ Hodaka Steen 100 MX
Great condition, super clean, never raced, complete stock, $350.00 "firm." (714) 521-6722. (35)

'74 Yamaha MX
Ceriani forks, new Arnaco stuff, crank, ported, new bearings, seals, new bore, other extras. Fast and reliable. $600.00 firm. Steve (213) 923-3091. (35)

Lost German Shep. Hielda
Fremont Valley area. Dustmakers' Hare 8-25-74. Contact anyone at (213) 761-9280 or any So. Cal. M/C member. (35/2x)

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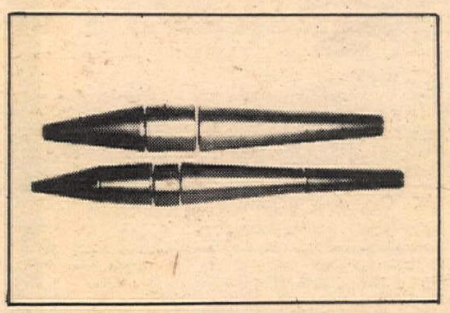
Buena Park Honda, 8461 Commonwealth, Buena Park, California 90621 or call (714) 521-3642. (33/TFN)

750cc Trackmaster Triumph
250cc, ½ mile, Barnes with disc, Ceriani, Sifton, extra tires, parts, T.T. wheel, pegs, and pipes, $1300.00. (503) 884-2159. (35)



Expansion Chamber Cone Sets
20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00 Postpaid. California residents add 5% tax. Quantity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Avenue, Lawndale, California 90260. (213) 675-5290. (TFN)

America's 1974 ISDT Team is on its way . . .

. . . and you can help lead it to victory

49th ISDT SEPT. 9-14, 1974 CAMERINO, ITALY AMERICAN SUPPORT TEAM

In an effort to defray expenses and assist America's 1974 ISDT team effort, the AMA is offering an attractive red, white and blue sticker to concerned enthusiasts. Contributions of $1 or more will be acknowledged with the sticker.

I wish to help lead the way to victory in the 1974 ISDT. Enclosed is my contribution of $_____. Please mail my sticker to:

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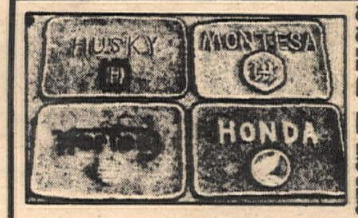

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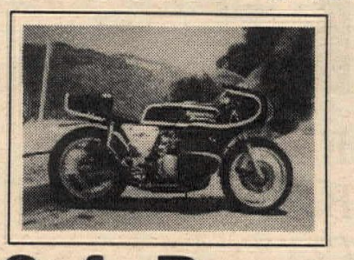

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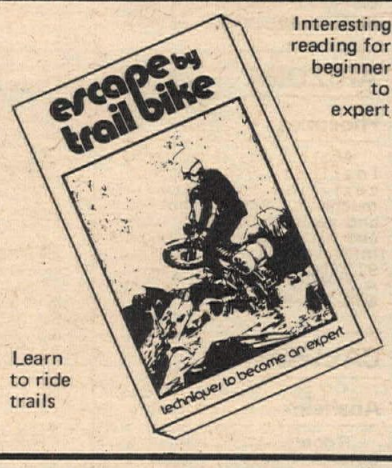

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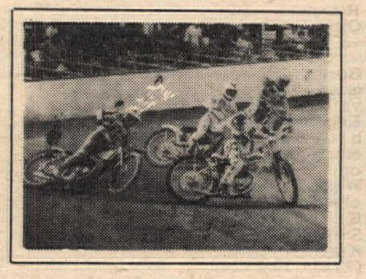

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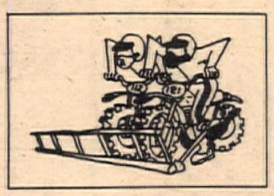

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